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REPORTS OF COMMITTEES

OF THE

SENATE OF THE UNITED STATES

FOR THE

SECOND SESSION OF THE FORTY-NINTH CONGRESS.

1886-'87.

IN THREE VOLUMES.

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On bill (H. R. 306) granting a pension to George Schneider	1821	2
On bill (S. 1581) granting a pension to Gertrude K. Lyford	1824	2
On bill (H. R. 8205) granting a pension to J. W. Gooding	1825	2
On bill (H. R. 8486) granting a pension to Rebecca Morris	1826	2
On bill (H. R. 10021) granting a pension to Mary Lathrop	1827	2
On bill (H. R. 9863) granting a pension to Mary McCoy	1828	2
On bill (H. R. 4535) granting a pension to Adeliza Perry	1829	2
On bill (H. R. 5629) granting a pension to Thomas G. Polley	1830	2
On bill (H. R. 7504) granting a pension to Larkin Delph	1831	2
On bill (H. R. 11111) to increase the pension of Benjamin F. Hilliker	1847	2
On bill (H. R. 10470) granting a pension to Mrs. S. C. Goodin	1848	2
On bill (H. R. 9170) granting a pension to Green Fields	1849	2
On bill (H. R. 4745) granting a pension to William S. Bewley	1850	2
On bill (H. R. 10262) granting a pension to Lawrence O'Connor	1851	2
On bill (H. R. 8829) granting a pension to Jacob Teits	1852	2
On bill (H. R. 9401) granting an increase of pension to H. H. Dodd	1853	2
On bill (H. R. 9664) granting a pension to Mrs. Lydia Burdick	1854	2
On bill (H. R. 731) granting a pension to William H. Heister	1855	2
On bill (H. R. 8067) granting a pension to Andrew J. Van Order	1856	2
On bill (H. R. 8384) granting a pension to Mahala Brown	1857	2
On bill (H. R. 6732) granting a pension to Speed S. Fry	1858	2
On bill (H. R. 8798) granting a pension to Thomas J. Hays	1859	2
On bill (H. R. 9928) granting a pension to Moses Williams	1860	2
On bill (H. R. 7221) granting a pension to Thomas B. Walsh	1861	2
On bill (H. R. 10050) granting a pension to Frank Bell	1862	2
On bill (H. R. 8826) granting a pension to Mary M. Thompson	1863	2
On bill (H. R. 6918) granting a pension to Lewis M. Strong	1864	2
On bill (H. R. 942) granting a pension to James Morton	1865	2
On bill (H. R. 1903) granting a pension to Henry Canode	1866	2
On bill (H. R. 5927) granting a pension to Louisa Kearney	1867	2
On bill (S. 3305) granting a pension to Mrs. Louise Paul	1868	2
On bill (H. R. 10093) granting a pension to Elizabeth and Mary Glassbrener	1885	2
On bill (H. R. 2319) granting a pension to Mrs. Margaret B. Todd	1886	2
On bill (S. 3190) granting a pension to Robert H. Sturgess	1887	2
On bill (S. 1246) for the relief of W. A. Lemaster	1888	2
On bill (S. 159) granting an increase of pension to Abbey S. Slocum	1892	2
On bill (S. 1336) granting a pension to Jennie H. Coghill	1893	2
On bill (S. 2445) granting a pension to Charles W. Holland	1894	2
On bill (S. 2564) granting a pension to Eleanor S. Lawson	1895	2
On bill (H. R. 752) granting a pension to James Smithpeter	1896	2
On bill (H. R. 9143) granting a pension to Sabin Stocking	1897	2
On bill (S. 2765) granting an increase of pension to James Maus	1903	2
On bill (S. 3328) granting a pension to Ida M. Welton	1908	2
On bill (S. 74) granting an increase of pension to Frederick Beno	1909	2
On bill (H. R. 6162) granting a pension to Joseph M. Potter	1922	2
On bill (H. R. 6823) granting a pension to Peter P. Hoffman	1923	2
On bill (H. R. 7952) granting a pension to Mary Parrott	1924	2
On bill (H. R. 9248) granting a pension to Richard Foreman	1925	2
On bill (H. R. 8828) granting a pension to Giles Wright	1926	2
On bill (H. R. 9213) granting a pension to Mary Corbett	1927	2
On bill (H. R. 5171) granting a pension to Missouri Anderson	1928	2
On bill (H. R. 8437) granting a pension to Thomas Weekley	1929	2
On bill (H. R. 3963) granting a pension to Henry P. Re	1930	2

Subject.	No.	Vol.
On bill (H. R. 8355) granting a pension to Sarah A. Jones	1931	2
On bill (H. R. 6423) granting a pension to Mary Kaylor	1932	2
On bill (H. R. 9301) granting a pension to Joseph Jones	1933	2
On bill (H. R. 4678) restoring to the pension-roll the name of James Monohan, minor child of Richard Monohan, deceased	1934	2
On bill (H. R. 3931) granting a pension to Nancy Gunsales	1935	2
On bill (H. R. 6656) granting a pension to Mary Tarbell	1936	2
On bill (H. R. 4718) granting a pension to Emily Treadgill	1937	2
On bill (H. R. 4585) granting a pension to Fannie Carman	1948	2
On bill (H. R. 4852) granting a pension to William Hutcheson	1952	2
On bill (S. 234) granting a pension to Sarah Ann Waters	1954	2
On bill (S. 3350) granting an increase of pension to George S. Hawley	1968	3
On bill (S. 3353) granting an increase of pension to David L. Pool	1975	3
On bill (H. R. 2358) granting a pension to Mary Renfro	1977	3
On bill (S. 735) granting a pension to Margaret C. Bupp	1982	3
COMMITTEE ON POST-OFFICES AND POST-ROADS.		
On bill (H. R. 3909) for the relief of Harry Fisk	1616	1
On bill (H. R. 960) for the relief of J. R. McGoldrick	1622	1
On bill (H. R. 6046) for the relief of H. C. Wilkey	1623	1
On bill (H. R. 707) for the relief of J. R. Martin	1653	1
On bill (H. R. 2086) for the relief of Francis M. Bell	1654	1
On bill (H. R. 5652) for the relief of James W. Goodrich	1655	1
On bill (H. R. 5651) for the relief of David W. Low	1656	1
On bill (H. R. 1455) for the relief of Lysander H. Carroll	1657	1
On bill (H. R. 8297) for the relief of Frank Shutt	1658	1
On bill (H. R. 5326) for the relief of E. B. Dawson	1661	1
On amendment proposed to bill (H. R. 10793) making appropriations for the post-offices and post-roads	1662	1
On bill (S. 1049) for the relief of Clement A. Lounsberry	1684	1
On bill (S. 603) for the relief of J. R. Jones	1777	2
On bill (H. R. 6312) for the relief of James M. Grigsby	1792	2
On bill (H. R. 1753) for the relief of Mathew H. Fulton	1889	2
On bill (S. 3266) for the relief of Lacon R. Tillman	1890	2
On bill (S. 947) for the relief of the American Grocers' Association	1891	2
COMMITTEE ON PRINTING.		
On joint resolution to print extra copies of the conference report on Senate bill 1532, to regulate commerce	1624	1
On the question of printing the report of the Commissioners of the District of Columbia in regard to the extension of streets and avenues in reply to the Senate resolution of August 4, 1886	1745	1
On joint resolution (S. Res. 88) to print additional copies of the report of the health officer of the District of Columbia	1747	1
On concurrent resolution for printing 6,000 additional copies of Senate Report No. 1683 from the Committee on Foreign Relations, touching our fisheries	1749	1
On Senate resolution for printing 10,000 additional copies of the report of the committee of conference on the interstate commerce bill	1750	1
COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS.		
On bill (S. 2908) for the erection of a public building at Charleston, S. C.	1631	1
On bill (S. 3214) to provide for paying certain advances made to the United States by the States of Maryland and Virginia	1787	2
On bill (S. 3254) for the improvement and enlargement of the public building at Omaha, Nebr	1822	2
On bill (H. R. 6976) to erect a public building at Portsmouth, Ohio	1843	2
On bill (H. R. 7775) to increase the appropriation for the erection of the public building at Troy, N. Y	1844	2
On bill (H. R. 10305) to increase the appropriation for the public building at Brooklyn, N. Y	1845	2

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COMMITTEE ON PUBLIC LANDS.		
On bill (S. 871) to forfeit certain land granted for railway purposes to the State of Florida	1790	2
On bill (S. 440) confirming titles to certain lands in the State of Florida.	1904	2
On bill (S. 448) to investigate the issue of fraudulent land warrants and to protect soldiers and sailors, &c	1976	3
COMMITTEE ON TERRITORIES.		
On bill (H. R. 3760) to enlarge the jurisdiction of the probate courts in Wyoming Territory	1619	1
On bill (H. R. 6966) to change the time of the meeting of the legislative assembly of Washington Territory. (And views of the minority)	1841	2
COMMITTEE ON TRANSPORTATION ROUTES TO THE SEABOARD.		
On bill (S. 3252) making an appropriation for a final survey and estimates for and the commencement of the construction of a boat-railway around the obstructions to navigation at The Dalles and Celilo Falls, in the Columbia River	1773	1
COMMITTEE OF CONFERENCE ON BILL TO AUTHORIZE THE PRESIDENT TO PROTECT AND DEFEND THE RIGHTS OF AMERICAN FISHING VESSELS, ETC.		
Report of managers on the part of the Senate on the disagreeing votes of the two Houses on the amendment of the House of Representatives to the bill (S. 3173) to authorize the President of the United States to protect and defend the rights of American fishing vessels, American fishermen, American trading and other vessels, in certain cases, and for other purposes	1981	3

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By Mr. Cheney	1688, 1961, 1973
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By Mr. Van Wyck 1809, 1909
By Mr. Aldrich 1789, 1892, 1893, 1894, 1895
By Mr. Sewell 1752
By Mr. Sawyer.. 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1682, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708. 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1729, 1731, 1732, 1733, 1734, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1776, 1791, 1808, 1816, 1817, 1818, 1819, 1820, 1821, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1885, 1886, 1887, 1888, 1903, 1908, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1954.
By Mr. Wilson, of Maryland 1982
By Mr. Whitthorne 1659, 1677, 1679, 1681, 1693, 1694, 1696, 1868, 1937, 1952, 1977

COMMITTEE ON POST-OFFICES AND POST-ROADS.

By Mr. Sawyer.. 1616, 1622, 1623, 1653, 1654, 1655, 1656, 1657, 1658, 1661, 1662, 1777, 1792, 1889, 1890, 1891.
By Mr. Wilson, of Iowa 1684

COMMITTEE ON PRINTING.

No.
By Mr. Manderson 1624, 1745, 1749, 1750
By Mr. Gorman 1747

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS.

By Mr. Mahone 1631, 1787, 1822, 1843, 1844, 1845

COMMITTEE ON PUBLIC LANDS.

By Mr. Cockrell 1976
By Mr. Walthall 1790, 1904

COMMITTEE ON TERRITORIES.

By Mr. Platt (and views of the minority) 1841
By Mr. Cullom 1619

COMMITTEE ON TRANSPORTATION ROUTES TO THE SEABOARD.

By Mr. Mitchell, of Oregon 1773

COMMITTEE OF CONFERENCE ON BILL TO AUTHORIZE THE PRESIDENT TO PROTECT AND DEFEND THE RIGHTS OF AMERICAN FISHING VESSELS, ETC.

By Mr. Edmunds 1981

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1781.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 2, 1887.—Ordered to be printed.

Mr. DAWES, from the Committee on Appropriations, submitted the following

REPORT:

[To accompany bill H. R. 10394.]

The Committee on Appropriations, in reporting back to the Senate the bill "making appropriations for the current and contingent expenses of the Indian Department, and for fulfilling treaty stipulations with the various Indian tribes for the year ending June 30, 1888, and for other purposes," present the following statement, showing somewhat in detail the estimates for these purposes for the fiscal year 1888, the amounts provided by the House bill, and the amounts recommended by the Senate Committee on Appropriations, and the amounts appropriated for the current fiscal year:

INDIAN DEPARTMENT.

Amount of estimates for 1888	$5,608,873 64
Amount of bill as passed the House of Representatives	5,190,397 66
Reduction made by Senate committee (net)	1,200 00
Amount as reported to Senate	5,189,197 66
Amount of account for 1887	5,546,262 84
The bill as reported is less than estimates	419,675 98
The bill as reported is less than act for 1887	357,065 18

The changes in amounts of House bill made by the committee are in the following items, namely:

INCREASE.

For purchase of additional land for Carlisle School	$18,000
For the erection of shops and hospital for Genoa School	6,000
Total increase	24,000

REDUCTIONS.

Apaches, Kiowas, and Comanches, employés	$200
Poncas, support, &c	2,000
Indians at Fort Peck Agency, support, &c	10,000
Joseph's Band of Nez Percés, support, &c	5,000
Shoshones in Wyoming, support, &c	2,000
Navajo Indians ($5,000, payable out of their funds).	
Incidental expenses of Indian service in Montana	1,000
Surveys of Indian reservations and of lands to be allotted to Indians	5,000
Total reduction	25,200
Net reduction	1,200

Comparative statement showing the appropriations for 1887, *the estimates for* 1888, *the amounts of House bill, and the amounts recommended by the Senate Committee on Appropriations for* 1888.

Object.	Appropriations, 1887.	Estimates, 1888.	House bill, 1888.	Senate committee, 1888.
Indian agents	$89,300 00	$93,600 00	$89,300 00	$89,300 00
Interpreters	25,000 00	25,000 00	25,000 00	25,000 00
Indian inspectors, salaries	15,000 00	15,000 00	15,000 00	15,000 00
Indian inspectors, traveling expenses	8,000 00	8,000 00	8,000 00	8,000 00
Superintendent of Indian schools and expenses	4,000 00	4,500 00	4,000 00	4,000 00
Buildings at agencies and repairs	25,000 00	25,000 00	25,000 00	25,000 00
Contingencies of the Indian service	40,000 00	40,000 00	40,000 00	40,000 00
Expenses of Indian Commission	3,000 00	3,000 00	3,000 00	3,000 00
Total	209,300 00	214,100 00	209,300 00	209,300 00
Fulfilling treaties.				
Apaches, Kiowas, and Comanches	49,000 00	49,000 00	49,200 00	49,000 00
Cheyennes and Arapahoes	38,500 00	38,500 00	38,500 00	38,500 00
Chickasaws	3,000 00	3,000 00	3,000 00	3,000 00
Chippewas of the Mississippi	5,000 00	5,000 00	5,000 00	5,000 00
Chippewas, Pillagers, and Lake Winnebagoshish Bands	22,666 66	22,666 66	22,666 66	22,666 66
Choctaws	29,432 89	29,432 89	29,432 89	29,432 89
Columbias and Colvilles	7,100 00	7,100 00	7,100 00	7,100 00
Creeks	69,968 40	69,968 40	69,968 40	69,968 40
Crows	112,500 00	112,500 00	112,500 00	112,500 00
Iowas	2,875 00	2,875 00	2,875 00	2,875 00
Kansas	10,000 00	10,000 00	1,524 02	1,524 02
Kickapoos	6,097 98	4,408 78	4,408 78	4,408 78
Klamaths and Modocs	1,000 00	.....	.....	.....
Miamies of Kansas	1,768 29	1,768 29	1,768 29	1,768 29
Miamies of Eel River	1,100 00	1,100 00	1,100 00	1,100 00
Moleis	3,000 00	3,000 00	3,000 00	3,000 00
Nez Percés	3,500 00	6,000 00	6,000 00	6,000 00
Northern Cheyennes and Arapahoes	51,000 00	56,000 00	56,000 00	56,000 00
Omahas	10,000 00	10,000 00	10,000 00	10,000 00
Osages	3,456 00	3,456 00	3,456 00	3,456 00
Otoes and Missourias	5,000 00	5,000 00	5,000 00	5,000 00
Pawnees	47,100 00	47,100 00	47,100 00	47,100 00
Poncas	28,000 00	31,000 00	28,000 00	26,000 00
Pottawatomies	20,647 65	20,647 65	20,647 65	20,647 65
Pottawatomies of Huron	400 00	400 00	400 00	400 00
Quapaws	1,500 00	1,500 00	1,500 00	1,500 00
Sacs and Foxes of the Mississippi	51,000 00	51,000 00	51,000 00	51,000 00
Sacs and Foxes of the Missouri	8,070 00	8,070 00	8,070 00	8,070 00
Seminoles	28,500 00	28,500 00	28,500 00	28,500 00
Senecas	3,690 00	3,690 00	3,690 00	3,690 00
Senecas of New York	11,902 50	11,902 50	11,902 50	11,902 50
Shawnees	5,000 00	5,000 00	5,000 00	5,000 00
Eastern Shawnees	1,030 00	1,030 00	1,030 00	1,030 00
Shoshones and Bannocks	26,000 00	26,000 00	26,000 00	26,000 00
Six Nations of New York	4,500 00	4,500 00	4,500 00	4,500 00
Sioux of different tribes	1,528,900 00	1,418,500 00	1,318,500 00	1,318,500 00
Sioux, Yankton tribe	60,000 00	60,000 00	60,000 00	60,000 00
Utes, confederated bands of	73,740 00	73,740 00	73,740 00	73,740 00
Utes	4,000 00	4,000 00	4,000 00	4,000 00
Winnebagoes	44,162 47	44,162 47	44,162 47	44,162 47
Total, fulfilling treaties	2,384,107 84	2,281,518 64	2,170,242 66	2,168,042 66
Miscellaneous supports.				
Arapahoes, Cheyennes, Apaches, Kiowas, &c.	$325,000	$300,000	$300,000	$300,000
Arickarees, Gros Ventres, and Mandans	40,000	35,000	30,000	30,000
Assinaboines, in Montana	30,000	30,000	30,000	30,000
Blackfeet, Bloods, and Piegans	80,000	75,000	75,000	75,000
Chippewas of Lake Superior	5,000	7,500	5,000	5,000
Chippewas of Red Lake and Pembina tribe	10,000	10,000	10,000	10,000
Chippewas on White Earth Reservation	10,000	10,000	10,000	10,000
Chippewas, Turtle Mountain band of	7,000	7,000	7,000	7,000
Confederated Tribes in Middle Oregon	6,000	6,000	6,000	6,000
D'Wamish, and other tribes in Washington Territory	7,000 00	7,000 00	7,000 00	7,000 00
Flatheads, Carlos' band of	16,000 00	15,000 06	12,000 00	12,000 00
Flatheads and other confederated tribes	10,000 00	10,000 00	10,000 00	10,000 00
Gros Ventres in Montana	30,000 00	30,000 00	30,000 00	30,000 00
Hualpais in Arizona	5,000 00	7,500 00	7,500 00	7,500 00
Apache and other Indians in Arizona and New Mexico	210,000 00	200,000 00	175,000 00	175,000 00
Sundry bands of Indians in Indian Territory	.....	10,000 00	.....	.....
Fort Peck Agency, Indians at	90,000 00	110,[illegible]	[illegible]0,000 00	90,000 00

Comparative statement showing the appropriations for 1887, *&c.*—Continued.

Object.	Appropriations, 1887.	Estimates, 1888.	House bill, 1888.	Senate committee, 1888.
Miscellaneous supports—Continued.				
Fort Hall Reservation, Indians on	$17,000 00	$17,000 00	$17,000 00	$17,000 00
Lemhi Agency, Indians at	15,000 00	15,000 00	15,000 00	15,000 00
Klamaths and Modocs at Klamath Agency, Oregon	5,000 00	6,000 00	5,000 00	5,000 00
Kansas Indians	2,500 00	2,500 00	2,500 00	2,500 00
Kickapoos, in Indian Territory	5,000 00	5,000 00	5,000 00	5,000 00
Makahs	4,000 00	4,000 00	4,000 00	4,000 00
Menomonees	4,000 00	4,000 00	4,000 00	4,000 00
Modocs, in Indian Territory	4,000 00	5,000 00	4,000 00	4,000 00
Navajoes	*15,000 00	25,000 00	*25,000 00	*15,000 00
Nez Percés, of Joseph's band	18,000 00	18,000 00	15,000 00	10,000 00
Nez Percés, of Idaho	6,500 00	6,500 00	6,500 00	6,500 00
Qui-nai-elts and Quil-leh-utes	4,000 00	4,000 00	4,000 00	4,000 00
Shoshones in Wyoming	15,000 00	17,000 00	17,000 00	15,000 00
Shoshones in Nevada	10,000 00	10,000 00	10,000 00	10,000 00
Sioux of Lake Traverse	6,000 00	6,000 00	6,000 00	6,000 00
Sioux of Devil's Lake	6,000 00	6,000 00	6,000 00	6,000 00
S'Klallams	4,000 00	4,000 00	4,000 00	4,000 00
Tonkawas	5,000 00	5,000 00	5,000 00	5,000 00
Walla-Walla, Cayuse, and Umatilla tribes	6,500 00	6,500 00	6,500 00	6,500 00
Yakamas and other Indians at Yakama Agency	14,000 00	14,000 00	14,000 00	14,000 00
Total miscellaneous supports	1,047,500 00	1,050,500 00	990,000 00	963,000 00
General incidental expenses of Indian service.				
In Arizona	20,000 00	21,000 00	20,000 00	20,000 00
In California	26,000 00	27,000 00	26,000 00	26,000 00
In Colorado	1,500 00	1,500 00	1,500 00	1,500 00
In Dakota	8,000 00	8,000 00	5,000 00	5,000 00
In Idaho	1,000 00	1,000 00	1,000 00	1,000 00
In Montana	4,000 00	5,000 00	5,000 00	4,000 00
In Nevada	22,500 00	22,500 00	22,500 00	22,500 00
In New Mexico	5,000 00	7,500 00	5,000 00	5,000 00
In Oregon	16,000 00	16,000 00	16,000 00	16,000 00
In Utah	10,000 00	10,000 00	10,000 00	10,000 00
In Washington	16,000 00	16,000 00	16,000 00	16,000 00
In Wyoming	1,000 00	1,000 00	1,000 00	1,000 00
Total general incidental expenses	131,000 00	136,500 00	129,000 00	128,000 00
Miscellaneous.				
For employment of practical farmers	40,000 00	40,000 00	40,000 00	40,000 00
Pay of Indian police	85,000 00	90,000 00	90,000 00	90,000 00
Vaccination of Indians	1,000 00	1,000 00	1,000 00	1,000 00
Pay of judges of Indian courts	.....	5,000 00	.....	.....
Telegraphing and purchasing Indian supplies	40,000 00	40,000 00	40,000 00	40,000 00
Transportation of Indian supplies	250,000 00	275,000 00	250,000 00	250,000 00
Stock cattle or sheep for Indian tribes	.....	25,000 00	.....	.....
Survey of reservations and allotments in severalty	25,000 00	25,000 00	25,000 00	20,000 00
Preventing liquor traffic on Indian reservations	2,000 00	2,000 00	.....	.....
Examination of Indian depredation claims	20,000 00	20,000 00	20,000 00	20,000 00
To enable Indians to receive the benefits of the homestead act	5,000 00	.....	.....	.....
To negotiate with Chippewas of Minnesota, Indians of Northern Montana and Dakota, Spokanes, Pend d'Oreilles, and Cœur d'Alene Indians	15,000 00	.....	.....	.....
Total miscellaneous	483,000 00	523,000 00	466,000 00	461,000 00
Indian schools.				
Indian day and industrial schools	650,000 00	800,000 00	650,000 00	650,000 00
Construction and repair of school buildings	55,000 00		55,000 00	55,000 00
Purchase of horses, cattle, sheep, &c., for schools	10,000 00		10,000 00	10,000 00
Chilocco industrial school, Indian Territory	34,125 00	34,125 00	34,125 00	34,125 00
Industrial schools in Alaska	20,000 00	20,000 00	20,000 00	20,000 00
Carlisle industrial school, Pennsylvania	81,000 00	81,000 00	81,000 00	81,000 00

* Payable out of the funds in the Treasury belonging to the Navajo Indians.

Comparative statement showing the appropriations for 1887, *&c.*—Codtinued.

Object.	Appropriations, 1887.	Estimates, 1888.	House bill, 1888.	Senate committee, 1888.
Indian schools—Continued.				
Carlisle industrial school, Pennsylvania, additional land, buildings, &c	.....	$37,500 00	.....	$18,000 00
Salem industrial school, Oregon, support	$36,500 00	36,500 00	$36,500 00	36,500 00
Salem industrial school, Oregon, buildings, &c	5,000 00	.....	.....	.....
Genoa industrial school, Nebraska, support	29,750 00	29,750 00	29,750 00	29,750 00
Genoa industrial school, Nebraska, buildings	10,000 00	.....	.....	6,000 00
Hampton school, Virginia	20,040 00	20,040 00	20,040 00	20,040 00
Lawrence school, Kansas, support, &c	68,000 00	85,500 00	85,500 00	85,500 00
Lawrence school, Kansas, buildings and additional grounds	58,000 00	.....	.....	.....
Support of 200 Indian pupils at Lincoln Institution, Philadelphia	33,400 00	33,400 00	33,400 00	33,400 00
Support of 150 Indian pupils at Saint Ignatius mission school, Montana	22,500 00	22,500 00	22,500 00	22,500 00
Support of Indian pupils at other schools in the States or Territories	50,100 00	30,000 00	50,100 00	50,100 00
Transportation of Indian children	28,000 00	28,000 00	28,000 00	28,000 00
Support, &c., of Indian pupils at Indian school at Albuquerque, N. Mex	.....	35,000 00	.....	.....
Support of Indian pupils at Indian school at Grand Junction, Colo	.....	15,000 00	.....	.....
Total, Indian schools	1,211,415 00	1,308,315 00	1,155,915 00	1,179,915 00
Interest on trust fund stocks	94,940 00	94,940 00	94,940 00	94,940 00
Total for the Indian service	5,561,262 84	5,608,873 64	5,215,397 66	5,204,197 66
Less amounts payable out of funds belonging to Indians	15,000 00	.....	25,000 00	15,000 00
Total	5,546,262 84	5,608,873 64	5,190,397 66	5,189,197 66

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1782.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 2, 1887.—Ordered to be printed.

Mr. DOLPH, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill H. R. 5262.]

The Committee on Claims, to whom was referred the bill H. R. 5262, having considered the same, report that said bill, which passed the House of Representatives January 7, 1887, is as follows:

[H. R. 6262. Forty-ninth Congress, second session.]

An act for the relief of Mrs. Frances Marshall.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and is hereby, directed to pay, out of any money in the Treasury not otherwise appropriated, to Mrs. Francis Marshall, widow of the late Humphrey Marshall, of Louisville, Kentucky, the sum of $500, being the amount covered into the Treasury about January 9, 1863, as the proceeds of said Humphrey Marshall's library, condemned in the United States district court for the southern district of Ohio under act of July 19, 1862.

Passed the House of Representatives January 7, 1887.

Attest: JNO. B. CLARK, JR., *Clerk.*

The following is the report of the House Committee on War Claims, made upon the bill at the first session of the Forty-ninth Congress:

The Committee on War Claims, to whom was referred the bill (H. R. 5262) for the relief of Mrs. Frances Marshall, having carefully considered the same and accompanying papers, submit the following report:

The facts out of which this claim against the United States arises are fully set forth in the affidavit of claimant, which is as follows:

"STATE OF KENTUCKY,
"*County of Jefferson:*

"The affiant, Frances E. Marshall, on her oath states that heretofore, to wit, in the year 1861, she was the sole and absolute owner of a large miscellaneous library, consisting of a great number of works from the pens of the most celebrated authors of ancient and modern times up to that time; that she is unable to give a full detailed statement of the names of the different authors or the titles of the books she owned; that her said library was most excellent and the books therein most elegantly bound, and her said library was of very great value; that her said library was packed in a great number of boxes and shipped from her country residence, "Buckland Farm," on the Kentucky River, the title of which was in her at that time, to Carrollton, Ky., for greater safety, the country being at that time full of soldiery and in a state of uncertainty; at that point affiant is informed they were afterwards seized by the United States authorities and taken to Cincinnati, Ohio, and neighboring cities, and sold at public auction, and the money or some part of it realized from the sale was forwarded to Washington, D. C., and paid into the Treasury of the United States, said money not by any means representing the value of her splendid library; that the statements contained in this the foregoing affidavit are true."

This affidavit is properly executed before a notary public of Jefferson County, Kentucky, and bears date of February 12, 1886.

Harvey M. Buckley, colonel of infantry in the Union Army, and others, in affidavits, fully substantiate the statement made by Mrs. Marshall.

The proof clearly shows that the library, or at least a large portion of it, belonged to and was purchased by Mrs. Marshall, and was her own separate property, held in her own right.

The committee are satisfied that the claimant was loyal to the United States Government.

Your committee therefore report the accompanying bill (H. R. 5262), with the following amendment: In lines 6 and 7, strike out the words "one thousand eight hundred" and insert the words "five hundred," and recommend that it do pass.

It will be observed that in the bill the claim is stated to be for proceeds of the sale of Humphrey Marshall's library, while the report is made upon the theory that the miscellaneous books in the library belonged to Mrs. Marshall. A copy of the decree of the United States district court condemning the property and of the return of the United States marshal of the sale of the property are among the papers. A copy of the libel is not furnished, and no showing is made as to the causes of the seizure and condemnation of the property; no reason is assigned why the claimant did not defend the suit for condemnation, and no excuse is given for the delay in presenting the claim to Congress. As the case now stands, in the opinion of the committee, the claimant has shown no sufficient ground for relief.

Your committee therefore recommend that the bill be indefinitely postponed.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1783.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 4, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3013.]

The Committee on Military Affairs, to whom was referred the bill (S. 3013) for the relief of First Lieut. James Regan, having carefully examined the same, and papers submitted therewith and letters from Brig. Gen. Robert Macfeely, Commissary-General, U. S. A., and Brig. Gen. S. V. Benét, Chief of Ordnance, acting as Secretary of War, which latter are hereto annexed and made a part of this report, submit the following report:

This bill authorizes and directs the proper accounting officers of the Treasury to credit the account of First Lieut. James Regan with the sum of $2,598.57, the amount of shortage of military stores at Fort D. A. Russell, Wyoming Territory.

This shortage arose while Regan was acting at said post as acting commissary of subsistence, and was occasioned by the conceded misconduct and dishonesty of Commissary-Sergeant James Bowling.

The situation at the post at the time this shortage occurred commended itself to the minds of your committee as an important consideration. It was this: Regan was regimental quartermaster, and he was also performing the duties of acting commissary of subsistence at this eight-company post, one of the largest in the Department of the Platte. Whilst so engaged and awaiting the arrival of a new commissary sergeant, ordered to duty in place of Commissary-Sergeant Bowling, he was imperatively ordered, and he proceeded, to a post three hundred miles distant to act as judge-advocate of a general court-martial. While he was absent the commissary-sergeant (Bowling) deserted, leaving the shortage for which credit is asked.

The established rule is (Regulations 1735) that:

> When it can be avoided, officers personally accountable for public property will not be detailed for service or duty which will separate them from such property.

And in recognition of the fact that the double duties thus imposed upon Lieutenant Regan at this time were regarded as too burdensome to enable him to give them in detail close personal supervision, there was issued from department headquarters, soon after Bowling's desertion, the following order:

> In view of the many details requiring the personal attention and supervision of acting commissaries of subsistence at posts of more than two companies, post commanders of such posts will not devolve the duties of acting commissary of subsistence upon the officer who is performing the duties of acting assistant quartermaster at the post.

The board of survey, in its report, seems to have misapprehended some of the facts, but concedes that the order to Lieutenant Regan to proceed three hundred miles distant at such a time and under such circumstances was unfortunate and unadvised.

It is now denied that Lieutenant Regan took the required monthly inventories, and if he relied, in the multiplicity of his duties and the details thereof, upon Sergeant Bowling to note the same on his returns, it was simply what an average man of good and strict business habits would have confided to a subordinate who had the reputation given to Sergeant Bowling by his comrades and superiors.

The post commander says of Bowling: "I placed the fullest confidence in him."

In fact, Bowling had been selected from the line of the Army on account of his intelligence. He was a picked man, carefully selected from comrades of integrity. He simply took the advantage of a man overburdened with double duties and numerous details when he knew his superior reposed a confidence in him.

The commissary sergeant selected by the War Department was placed on duty as the subaltern of Lieutenant Regan by the Department. That officer had no power to displace or remove him, and had the unquestioned right to rely upon him, not only because of his apparently well-established character, but because of this selection and assignment to duty.

Lieutenant Regan's record is without a spot or a blemish. He had seen twenty-seven years of responsible service, having been acting commissary of subsistence at Fort Laramie, in Wyoming, where he had charge of large and valuable stores. Both he and the methods in which he performed his duties are highly commended by many officers in the service.

In view of these facts, your committee does not think that Lieutenant Regan reposed such a confidence in this subordinate as to be equitably, fairly, or justly chargeable with this shortage; and it accordingly reports the bill back and recommends its passage.

WAR DEPARTMENT,
Washington City, January 24, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, inclosing Senate bill No. 3013, Forty-ninth Congress, second session, to credit the account of First Lieut. James Regan, late acting commissary of subsistence at Fort D. A. Russell, Wyoming Territory, with $2,598.57, and requesting my opinion upon the merits of the bill, or a statement of any objections that may exist to its passage.

In reply, I beg to inclose a report, of the 10th instant, from the Commissary-General of Subsistence, who gives his reasons for not being able to recommend that credit be given the officer for the stores lost, and states that if Congress shall see fit, as an act of grace, to grant the relief sought by the bill, there seems to be no serious objection to its passage.

I have nothing to add to the views of the Commissary-General of Subsistence, and concur in his recommendation.

Very respectfully, your obedient servant,

S. V. BENÉT,
Brig. Gen., Chief of Ordnance,
Acting Secretary of War.

Hon. C. F. MANDERSON,
Of the Committee on Military Affairs, United States Senate.

WAR DEPARTMENT,
OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,
Washington, D. C., January 10, 1887.

SIR: I have the honor to return herewith the letter of January 6, 1887, from the Hon. C. F. Manderson, United States Senate, inclosing a copy of a bill (Senate 3013, second session, Forty-ninth Congress) "for the relief of First Lieut. James Regan," referred to me for report.

In this case of the loss of a considerable quantity of subsistence stores at Fort D. A. Russell, Wyoming, for which Lieut. James Regan, Ninth Infantry, and acting commissary of subsistence, was responsible, I never have suspected any dishonesty or willful misconduct on the part of Lieutenant Regan. The losses doubtless resulted from dishonest practices by the commissary-sergeant through an extended period. These practices should, under the system of monthly inventories required by regulations, have been detected long prior to the culmination of the matter in the desertion of the sergeant. The proceedings of the board of survey in the case and Lieutenant Regan's own statement indicate that the officer, having too great confidence in the sergeant, did not give the close personal supervision and attention to the details of his duty necessary to his own protection and the protection of the interests of the United States.

For these reasons I was not able to recommend to the Secretary of War that credit be given the officer for the stores lost. If, however, Congress shall see fit, as an act of *grace*, to grant the relief sought by the bill there seems to be no serious objection to its passage.

Respectfully, your obedient servant,

R. MACFEELY,
Commissary-General Subsistence.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1784.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 4, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 10048.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 10048) "to authorize the Fremont, Elkhorn and Missouri Valley Railroad Company to build its road across the Fort Meade Military Reservation," having duly considered the same, report in favor of the passage of the same for the reasons set forth in the annexed report on this bill in the House, a similar measure having received the approval of this committee and of the Senate at this session.

The House report is as follows:

The committee have consulted the Secretary of War and the Lieutenant-General, commanding the Army, and find this measure meets their cordial approval, because, while the right granted will not prejudice public interests, it will facilitate and cheapen Army transportation.

The correpondence is submitted as a part of this report.

WAR DEPARTMENT,
Washington City, January 14, 1887.

SIR: In returning herewith House bill 10048, Forty-ninth Congress, second session, to authorize the Fremont, Elkhorn and Missouri Valley Railroad Company to build its road across the Fort Meade Military Reservation, referred by you for my views, I have the honor to transmit herewith a copy of a report of the 27th ultimo from the Lieutenant-General, recommending the approval of Senate bill 2921, which is the same in terms as the bill under consideration.

I concur in the views of the Lieutenant-General.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

HEADQUARTERS ARMY OF THE UNITED STATES,
Washington, D. C., December 27, 1886.

SIR: I have the honor to return herewith Senate bill 2921, Forty-ninth Congress, second session, to authorize the Fremont, Elkhorn and Missouri Valley Railroad to build its road across the Fort Meade Military Reservation, recommending that the bill be approved.

Reference is made to Report No. 1676, this session of Congress, bearing upon this subject.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1785.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 4, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 7819.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 7819) to establish the order of promotion in the Medical Department of the Army, have had the same under consideration, and report in favor of the passage of the same, a like measure, with a slight and immaterial change or verbal transposition of words, having already received the assent of your committee (No. 2139) and of the Senate. The House report is hereto annexed and made a part of this report.

The assistant surgeons of the Army who were appointed under the act approved July 28, 1866, reorganizing the Army, after the war, have been subjected to several changes in their relative positions on account of variations in the interpretation of the laws under which they were appointed. The statutes in force at the time were the act of July 28, 1866, and the Army Regulations enacted thereby; the act of March 2, 1867; and the old sixty-first article of war. The contemporary construction of all these was that an assistant surgeon ranked in the Medical Corps, first, according to the date of his commission as assistant surgeon, without regard to his military rank as captain or lieutenant; and, second, that his position among those having the same date of commission was fixed by executive act, the factors of prior service and proficiency in the examination required on entering the corps being presumably taken into account by the President.

The second construction of these acts, made in 1878–'79, was to the effect that precedence was fixed exclusively by date of rank as captain or lieutenant, irrespective of date of commission as assistant surgeon. The third construction was made after the passage of the act of July 3, 1884, and under it assistant surgeons ranked (1) according to date of commissions as assistant surgeons, and (2) among those of the same date seniority was given to the one who had had longest prior service as a commissioned officer, whether of the line or of the Medical Department. Consequently, from 1866 until 1879 one order of precedence obtained, from 1879 until 1884 another, and from 1884 until now still another, and under each order promotions to the grade of surgeons have been made which could not have occurred under either of the others. The memorandum herewith indicates the precedence of those yet assistant surgeons under each of the constructions referred to.

Memorandum showing the different orders in which the assistant surgeons appointed under the act of July 28, 1886, have been arranged.

[Those whose names are in italics have been nominated for promotion but are not yet confirmed.]

I.*	II.†	III.‡
1. Bartholf, J. H.	1. Patzki, J. H.	1. *De Witt, Calvin.*
2. Cronkhite, H.M.	2. Pope, B. F.	2. *Pope, B F.*
3. O'Reilly, R. M.	3. Bartholf, J. H.	3. *Bartholf, J. H.*
4. Heizmann, C. L.	4. Corson, J. K.	4. *Kimball, J. P.*
5. White, R. H.	5. Dickson, J. M.	5. Cronkhite, H. M.
6. De Witt, Calvin.	6. Kimball, J. P.	6. O'Reilly, R. M.
7. Girard, A. C.	7. Munn, C. E.	7. Heizmann, C. L.
8. Girard, J. B.	8. Ewen, Clarence.	8. White, R. H.
9. Lauderdale, J. V.	9. De Witt, Calvin.	9. Girard, A. C.
10. Pope, B. F.	10. Cronkhite, H. M.	10. Girard, J. B.
11. Kimball, J. P.	11. O'Reilly, R. M.	11. Lauderdale, J. V.
12. Loring, L. T.	12. Heizmann, C. L.	12. Loring, L. T.
13. Corson, J. K.	13. White, R. H.	13. Corson, J. K.
14. Weisel, D.	14. Girard, A. C.	14. Weisel, D.
15. Patzki, J. H.	15. Girard, J. B.	15. Patzki, J. H.
16. Elbrey, F. W.	16. Lauderdale, J. V.	16. Dickson, J. M.
17. Matthews, W.	17. Loring, L. T.	17. Munn, C. E.
18. Hall, J. D.	18. Weisel, D.	18. Ewen, Clarence.
19. Munn, C. E.	19. Woodruff, E.	19. Woodruff, E.
20. Woodruff, E.	20. Elbrey, F. W.	20. Elbrey, F. W.
21. Harvey, P. F.	21. Matthews, W.	21. Matthews, W.
22. Cowdrey, S. G.	22. Hall, J. D.	22. Hall, J. D.
23. Dickson, J. M.	23. Harvey, P. F.	23. Harvey, P. F.
24. Byrne, C. B.	24. Cowdrey, S. G.	24. Cowdrey, S. G.
25. Ewen, Clarence.	25. Byrne, C. B.	25. Byrne, C. B.

* No. 1. Order of precedence obtaining from 1866 to 1879.
† No. 2. Order of precedence obtaining from 1879 to 1884.
‡ No. 3. Order of precedence obtaining from 1884 to date.

All these officers were nominated, confirmed, appointed, and commissioned simply as assistant surgeons, and the military rank of captain attached by operation of law after three years' service, in which time was counted prior service as a medical officer, but this rank had no effect in changing the date of commission, and hence arose the apparent anomaly of an officer junior in military rank being senior by commission in the corps.

As the promotion of an officer depends upon his position in relation to other officers, it will be readily seen that these different orders have given rise to controversies, each party claiming that the interpretation of law which gave him precedence was correct. These controversies have now lasted so long, have given rise to so extensive a correspondence, and involved interests of so much importance, that without expressing any opinion as to who has the soundest claim to precedence, it is deemed best to establish another order of promotion, which, while not destroying any legal or equitable rights, shall be precise and definite, and shall have the effect of quieting controversy and putting a stop to dissension, which may eventually cause much ill feeling in the Medical Corps. This the bill under consideration does. It applies only to the assistant surgeons appointed under the act which has received conflicting interpretations. It fixes the same standard for precedence that is now established for pay, *i. e.*, length of service, and it makes twenty years' service the time entitling an assistant surgeon to promotion. It provides that service under present commission shall count from a certain date, that of the commission itself, instead of from the date of acceptance, to prevent the disarrangement of those who having had no previous service, and being of the same date, accepted on different days. It compensates for loss of relative status by security of tenure, and by establishing a fixed time for promotion. It requires a successful examination antecedent to promotion, as is now the law, and it forbids an increase of the whole number of officers in the medical department.

Under the present law all the assistant surgeons concerned would probably receive promotion in between four and five years. Should this bill become a law the time will be shortened a year or eighteen months. It causes no permanent increase in the number of surgeons. After the promotions under the proposed law have taken place, no further promotions to the grade of surgeon can be made until the number is reduced below that now allowed by law, nor will the promotion of an assistant surgeon under it leave a vacancy to be filled by a new appointment, nor does the proposed act retard the promotion of assistant surgeons appointed under other than the act of July 28, 1866.

l any possible question of construction an amendment has been made, by in line 7 the words "to date from the completion of such service" after the ıjor."

herewith shows the order which the bill proposes to establish in place of verted ones, and also the length of service of each assistant surgeon con- Favorable action is recommended.

istant surgeons, United States Army, who would be affected by the proposed act, the length of war service and service under present commission on the 14th of 86.

ame.	War service.			Service under present commission.			Total service.		
	Years.	Months.	Days.	Years.	Months.	Days.	Years.	Months.	Days.
. Munn	3	7	14	17	5	28	21	1	2
L. Cronkhite	1	10	0	19	0	0	20	10	0
M. O'Reilly	1	7	17	19	0	0	20	7	17
. Patzki	2	1	9	18	6	2	20	7	11
C. Corson	1	9	7	18	7	4	20	4	11
e Witt	1	2	25	19	0	0	20	2	25
n F. Pope	1	0	0	19	0	0	20	0	0
Bartholf	0	11	21	19	0	0	19	11	21
Dickson	2	2	15	17	5	28	19	8	13
nball	0	6	0	19	0	0	19	6	0
odruff	1	11	15	17	5	28	19	5	13
Ewen	2	10	23	17	5	28	19	4	11
L. Heizmann	.....	.....	.....	19	0	0	19	0	0
H. White	.....	.....	.....	19	0	0	19	0	0
. Girard	.....	.....	.....	19	0	0	19	0	0
3. Girard	.....	.....	.....	19	0	0	19	0	0
Lauderdale	.....	.....	.....	19	0	0	19	0	0
T. Loring	.....	.....	.....	19	0	0	19	0	0
Veisel	.....	.....	.....	18	7	4	18	7	4
k W. Elbrey	.....	.....	.....	17	5	28	17	5	28
ton Matthews	.....	.....	.....	17	5	28	17	5	28
Hall	.....	.....	.....	17	5	28	17	5	28
Harvey	.....	.....	.....	17	5	28	17	5	28
). Cowdrey	.....	.....	.....	17	5	28	17	5	28
). Byrne	.....	.....	.....	17	5	28	17	5	28

ıce is also made to the Senate report on this subject, No. 1453.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1786.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 4, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 3146.]

The Committee on Pensions, to whom was referred the bill (S. 3146) granting a pension to John W. Reynolds, have examined the same, and report:

The claimant was an acting deputy provost-marshal in the twelfth Ohio district during the latter part of the war of the rebellion, and while under orders of the provost-marshal of that district, on the night of the 6th of January, 1865, in the attempt to arrest a party of deserters, he was seriously and permanently crippled.

His claim was rejected by the Pension Office on the ground that he was not regularly mustered into the United States service.

Fred. F. Rempel, who was a deputy provost-marshal, serving under Capt. George W. Roby, provost-marshal of the twelfth Ohio district, swears that—

John W. Reynolds was serving under his orders as assistant deputy provost-marshal of the twelfth Ohio district, in the county of Hocking; that on or about the 26th day of December, 1864, the said John W. Reynolds received the proper orders to arrest two persons by the names of George and Jacob Strohl, who had been drafted, and were concealing themselves at the house of William Strohl, in said county; that the said Reynolds met with resistance in attempting to make said arrests, and was badly injured; that he was for a long time thereafter badly crippled and totally disabled; that said Reynolds was a brave, judicious, and reliable officer, and performed a large amount of valuable service in the department in which he was engaged as such provost-marshal.

David Whitcraft and George Whitcraft testify—

That they accompanied John W. Reynolds as a part of his posse in his efforts to arrest George and Jacob Strohl, two draft deserters, who were concealed in the house of William Strohl, in Marion Township, Hocking County; that they obtained entrance to said house, and as the said John W. Reynolds was passing up the stairway to the second story the said deserters rolled down upon him a barrel filled with cider; that the said barrel fell against the said Reynolds, pushing him against the wall, dislocating his shoulder, mashing his right hand, and otherwise severely injuring him; that in consequence of his injuries he was for two or three years so badly crippled as to be utterly helpless.

Dr. W. S. Rutter swears that—

He resides near said J. W. Reynolds; has been his physician for three years; that he has in that time made frequent examinations of the physical condition of said Reynolds; that in the three years last past scarcely a week has passed by without affiant being consulted by him and giving medicine and advice; that the treatment furnished was for liver trouble, kidney disease, and neuralgia; that the left shoulder is shrunken and shriveled, and the arm of that side is about 6 inches shorter than the other arm, the effect *of a downward dislocation of* the shoulder-joint. The hand of that

arm frequently becomes so nerveless as to be unable to grasp or retain hold of anything. The trapezoid bone of the right hand is enlarged, apparently from a former fracture of the bone, causing weakness of the whole hand; that there is visible the resulting depression of the skull from fracture, that probably is the prime factor in the causation of the intense neuralgia; that the whole upper extremity is affected by the neuralgia, and it has so injured the eye-sight as to produce alarming defects of vision, and in my opinion will finally produce total blindness of one eye at least.

The claimant testifies—

That his left arm and shoulder are shriveled and shortened about 6 inches and is almost useless; that the right hand is weakened by a fractured bone, incurred while in the service of his country; that a fracture of the skull occurred at the same time and causes frequent trouble of the head; that his eye-sight is very weak and one eye almost sightless from the same cause of neuralgia; that he is almost constantly under the care of a physician; that at no time since the 6th of January, 1865, has affiant been free from pain, and that his pain and disability are growing more and more intense from year to year.

Your committee are of the opinion that this is a just claim, and therefore recommend the passage of the bill with the following amendment: Strike out in the fourth and fifth lines the words "subject to the provisions and limitations of the pension laws," and insert at the end of the seventh line the words "and pay him at the rate of $50 per month."

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1787.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 5, 1887.—Ordered to be printed.

Mr. MAHONE, from the Committee on Public Buildings and Grounds, submitted the following

REPORT:

[To accompany bill S. 3214.]

The history of the location of the Capitol of the United States at its present site is so intimately connected with the facts which underlie the advances of money which is intended to be repaid by this bill, that one must look into that history to discover the reasons why the United States owes to Virginia and Maryland the money by which the first public buildings were erected. In the discussion of a bill in the Thirty-fourth Congress to pay these advances—

Mr. SEWARD, of New York, said: Mr. President, the State of Virginia, beyond all doubt, contributed to the erection of this Capitol, and of these public edifices which we now use for the Government of the United States, the sum here specified. She either *advanced* that money as a loan, to be repaid at some future time, or she gave it to the Government of the United States. If this money was *advanced* as a loan, the advance created a debt, which it is now the duty of the Government to discharge. If, however, the money was contributed by way of gift or donation to the Government of the United States, I do not see that it materially alters the case. In the one case there would be an obligation already existing, a debt already to be paid, for money which has been borrowed. In the other case there is an advance, which is the basis of a moral obligation, which the Government may at any time recognize and assume, and that creates the debt. * * * This moral obligation strikes me as peculiarly appealing to the sense of honor of the Government of the United States. We are here occupying an edifice which was in part built for us by the State of Virginia. She is comparatively poor; we are only too rich. I think it does not comport with the pride and dignity of the United States that Congress and the Executive Departments should occupy halls for which they are indebted in whole or in part to the generosity of the States. * * * I am for discharging this obligation, and securing to ourselves the right to feel that this Government owes nothing but gratitude to these States.

Mr. FISH, of New York. Mr. President, I shall vote for the appropriation of this money with great pleasure. I do not care to consider the question whether this money was originally loaned or granted. It is enough for me that the States now claim it as a loan, and I am willing to vote to pay them. * * * I vote for this bill on the pure merits of the claim.

Mr. WADE, of Ohio. The language connected with the original grant, it being sometimes called a gift, sometimes a donation, sometimes an advance, sometimes one thing and sometimes another, would seem to imply that perhaps it was not then expected the money would be repaid. All these considerations, however, did not satisfy me that we ought not to repay the money. I care but little what the expectation was at that time. If these States, actuated by magnanimity, and for the purpose of advancing the public good, gave us money to erect the public buildings at that day, when our Treasury was comparatively empty, and when it was really an object to have such a donation, I would repay them. * * * The great stubborn fact still stands out, that while the nation was poor we availed ourselves of the generosity of those States and took the money which they offered. Whether by way of gift or loan I care not. At all events, those who had the right to say on what conditions they granted the money now say it was by way of advancement, to be repaid at

some convenient time in the future. On this question I will not stand here to contend with a sovereign State. When she has made an advancement or loan, or even a donation, if you please to call it so, and we have availed ourselves of its benefits, I will not, when she asks to be repaid, and we have an overflowing Treasury, stand here to say that the money was a gift, and therefore ought not to be repaid. * * * I do not wish to have this Government indebted to any State in this Union or to anybody. I shall feel that it is under an obligation to the States of Maryland and Virginia until this money shall have been paid. In my judgement, the money ought to be repaid. * * * It was a noble, generous act, and we ought now to respond to it in the same spirit.

(See Congressional Globe, third session Thirty-fourth Congress, vol. 34, pp. 681–687.)

Reference is particularly requested to the speeches in that debate delivered by Senators Wilson, of Massachusetts; Pearce, of Maryland, and others, illustrating the sentiment of the Senate in passing the bill for the payment of these advances. The reports of committees of the two Houses of Congress, which have considered the merits and reported favorably upon the payment of these advances, are as follows:

September 16, 1850. Thirty-first Congress, first session, H. of R. No. 494, by McDaniel, from Committee on Claims.

May 29, 1850. Same Congress and session. From the Senate Committee on Claims, by Senator Underwood.

January 6, 1852. Thirty-second Congress, first session, H. of R. No. 2, by Mr. Rantoul, from Committee on Claims.

January 30, 1852. Thirty-second Congress, first session, Senate Reports No. 59, by Mr. Brodhead.

1853. Thirty-third Congress, first session, H. of R. Report No. 278, by Mr. Kerr, from the Committee on the Judiciary.

Also by Mr. Geyer.

May 20, 1884. Forty-eighth Congress, first session, H. R. No. 1563, by Mr. Mayberry, from Committee on the Judiciary; and

February 13, 1886. Forty-ninth Congress, first session, H. R. No. 518, by Mr. Shaw, from Committee on Claims.

In the reports of these committees from the Thirty-first to the Forty-ninth Congress, inclusive, the historical facts relating to these advances are fully and accurately set forth, and with unvarying concurrence the payment of these advances has been favorably reported.

The only circumstance which called forth any discussion arose upon reflection like those by Mr. Seward, as to whether or not these advances were at the time understood by the United States to be donations.

That the States, Virginia and Maryland, did not intend these advances to be gifts, grants, or donations, is established by the language of the statutes making the advances.

It is shown by an act of the general assembly of Virginia, passed December 3, 1789 (13 Henning, page 33), that the establishment of a "situation for the seat of the General Government, central and convenient to the citizens of the United States at large, having due regard to population, extent of territory, and a free navigation to the Atlantic Ocean through the Chesapeake Bay, as well as ready communication with our fellow-citizens on the Western frontier," engaged the attention of the said general assembly. And on the 10th of December that general assembly passed the following:

Resolved by the general assembly of Virginia, That a copy of the foregoing act of the 3d of December, 1789, be transmitted to the general assembly of Maryland without delay, and that it be proposed to the said assembly to unite with this legislature in an application to Congress, that in case Congress shall deem it expedient to establish the permanent seat of Government of the United States on the banks of the Potomac, so as to include the cession of either State, or a part of the cession of both States, this assembly will pass an act for advancing a sum of money, not exceeding $120,000, to the use of the General Government, to be applied in such manner as Congress shall direct, towards erecting public buildings, the said assembly of Maryland on their part advancing a sum not less than two-fifths of the sum advanced by this State for the like purpose.

(See Journal of the House of Delegates, p. 115.)

The foregoing resolution was prepared and introduced into the general assembly of Virginia by Hon. John Marshall, then a member thereof, and afterwards Chief Justice of the Supreme Court of the United States, and it is impossible to suppose that Mr. Marshall would use the word "*advance*" to convey the idea of a grant.

The resolution of the general assembly of Virginia of the date December 10, 1789, was not acted upon by the general assembly of Maryland until November, 1790, when the following action was taken:

Whereas by a resolution of the general assembly of Virginia, passed on the 10th day of December, 1789, it was proposed to the general assembly of Maryland that the general assembly of Virginia will pass an act for advancing a sum of money not less than $120,000 to the use of the General Government, and to be applied in such manner as Congress shall direct, toward erecting public buildings, the assembly of Maryland on their part advancing a sum not less than three-fifths of the sum advanced by the said general assembly of Virginia; which resolution came so late to the last general assembly of Maryland that it could not be acted upon, and was therefore referred to this present session; and

Whereas this general assembly doth highly approve of the object of said resolution, and is desirous of doing everything required on the part of Maryland for carrying the same into effect; on a second reading of said resolution,

Resolved, That this house doth accede to the proposition contained in said resolution of the assembly of Virginia, and will advance to the President of the United States, for the purposes mentioned in said resolution, the sum of $72,000, payable to his order in three equal yearly payments.

That preamble and resolution from the general assembly of Maryland was communicated to the general assembly of Virginia, and on the 24th of December, 1790, the following act was passed:

ACT concerning an advance of money to the Government of the United States for public buildings.

Whereas the general assembly of Maryland have acceded to a proposition of the general assembly of this Commonwealth contained in their resolution of the 10th day of December, 1789, concerning an advance of money to the General Government to be applied towards erecting public buildings at the permanent seat of the Government of the United States, should the Congress deem it expedient to fix it on the bank of the Potomac; and whereas Congress has passed an act for establishing the said seat of Government on the Potomac:

Be it enacted by the general assembly, That $120,000 shall be advanced by this Commonwealth to the General Government, payable in three equal yearly payments, and to be applied towards erecting public buildings at the permanent seat of the Government of the United States on the bank of the Potomac; and the auditor of public accounts is hereby directed to issue his warrants on the treasurer to the amount of $120,000, payable in the manner hereinbefore directed, to the order of the President of the United States.

(See 13 Henning, p. 125.)

A circumstance connected with the title to the above act appears on the journals of the house of delegates which ought to dispose of the idea that a grant was intended. Mr. Rantoul, in the report of the committee of the Thirty-second Congress, says:

On the 24th December, 1790, a bill was introduced into the house of delegates of Virginia for granting to the President of the United States the sum of $120,000 for erecting public buildings on the Potomac River agreeably to the resolutions of the last assembly. But the resolution (continues Mr. Rantoul) had been not to grant, but to advance $120,000. Accordingly on the passage of the bill, 27th December, 1790, its title was amended so as to read "The act concerning an advance of money to the Government of the United States for public buildings."

The whole action thus far purports that this money was to be advanced by Virginia; and that her phraseology was not inadvertently chosen, but with special regard to its signification, appears from the amendment just stated. Indeed, it was not probable that Virginia, having for six years contemplated an advance of money to be refunded, would in 1790, toward the close of that year, convert the promised advance into a grant. * * * On the 15th April, 1791, the first advance was made in several installment. The last on the 8th January, 1793. The payment of $120,000 in full was completed.

The records of the treasury department of Virginia show that the first payment of this advance to the United States was made April 15, 1791, and the last on January 8, 1795, and making, on the whole, the sum of $120,000. And by the eleventh section of the act of Maryland, passed December 19, 1791, it was—

Enacted, That the treasurer of the Western Shore be empowered and required to pay the $72,000 agreed to be advanced to the President by resolution of the last session of assembly, in sums as the same may come to his hands as the appointed funds, without waiting for the day appointed for the payment thereof.
(See Davis's Laws District of Columbia, page 70.)

It should be observed that no inadvertent use of phraseology betrays the general assembly in the above act to use any other word than "to be advanced." In the second volume of Scharf's History of Maryland, page 566, it is stated that the general assembly of Maryland, to secure the prompt payment of the sum advanced, authorized the treasurer of the Western Shore (at that early day the State had a treasurer for the Eastern Shore and another for the Western Shore) to sell the "reserved lands to the westward of Fort Cumberland," and also "the lands lying in Dorchester County and now in possession of the tribe of Choptank Indians, to sell and convey the right of this State to 100 acres of land at Fort Frederick, in Washington County." Thus Maryland sold some of her great coal fields to meet her advance to the United States for the first public buildings at the capital.

It has been argued that these States were moved to make the advances by the advantages which would follow from the location of the capital on the Potomac, and it has been also inferred that the advances were a "pecuniary argument," which influenced the Congress to locate the capital on the Potomac.

No contemporaneous authority has been produced in any of the reports, as has been found by this committee, that shows that the Congress of the United States was made aware of the action of Virginia of the 10th December, 1789; and as that resolution was conditional upon Maryland's action, it is not probable that a conditional proposition, not accepted by Maryland, would be communicated to Congress by Virginia. Maryland did not respond to Virginia until November, 1790. The law locating the capital at Washington was approved July 16, 1790—*four months* before Maryland agreed to Virginia's proposition and *six months* before Virginia finally confirmed her first proposition to make an advance.

It is apparent, when we consider the means of intercommunication at that day and the fact that the journal of neither house of Congress intimates any information as to these advances, that they were unknown in New York, where the Congress was in session when the bill for the location of the capital was under discussion. This view is strengthened by the fact that the act of Virginia of December 3, 1789, was communicated to Congress and is mentioned in the journals, but that of December 10, 1789, is not mentioned.

There is a history of intrigue connected with the selection of a site for the "permanent residence of Congress," as the national capital was then styled, set forth in the "Sketches of Debates in the First Congress of the United States" by William Maclay, a Senator from Pennsylvania. A careful examination of that journal will show where the intrigue was, and that neither Virginia nor Maryland had any part in it.*

* *A brief report made by the Librarian of Congress upon Maclay's Journal*, 3 vols.

The journal of William Maclay, a Senator in Congress from the State of Pennsylvania, covers a period of about two years, viz, from [illegible] 1789, to March 3,

Between the Senators from Pennsylvania, Mr. Maclay and Mr. Morris, there existed a very strong rivalry for the location of the capital; the former urging Wright's Ferry, or some other point on the Susquehanna, and the latter strongly pressing the Falls of the Delaware, Germantown, Trenton, or some other location on the Delaware. In the preface to Maclay's Debates this disagreement is set forth as follows:

Mr. Maclay felt a strong desire to have the seat of Government on the Susquehanna. This measure appears to have failed in the Senate by reason of opposition by Robert Morris. He was at first desirous for its location at the Falls of the Delaware; but failing in that, he endeavored to have it established in a district around Germantown, contending that it ought to be near to a commercial place. The Susquehanna measure passed the House of Representatives and was agreed to in the Senate, but Germantown was afterwards substituted in the Senate, through the pertinacious efforts of Mr. Morris. It was agreed to in the House, but at the instance of Mr. Madison an amendment, perhaps immaterial, was made in the House, providing for the operation of the laws of Pennsylvania in the district until supplied or altered by Congress. This amendment rendered necessary the return of the bill to the Senate, where, it would appear, there was a majority opposed to Germantown; and on the 28th of September, 1789, the bill was postponed.

In relation to this measure, Mr. Maclay raised his warning voice against yielding the Susquehanna, intimating that at the next session of Congress the seat of Government would be fixed on the Potomac. His voice was prophetic; and at the next session, through an arrangement between Mr. Hamilton and certain members from Virginia and Pennsylvania, the funding bill was passed, and also the bill fixing the permanent seat of Government in the District of Columbia. It does not certainly appear from the journal of Mr. Maclay that General Washington, as has been elsewhere intimated, interposed his influence in favor of the Potomac whilst the bill was pending before the First Congress; but it is not improbable that he expressed a preference for its location on the Potomac during the second session. Mr. Madison, however, appears to have been decided in favor of its location on the Potomac before General Washington was inaugurated.

In relation to members from Pennsylvania supporting the measure which passed for the removal from New York, it was said that certain of them supposed it probable, if the Government were settled at *Philadelphia* for the period of ten years, that Congress would be so pleased with the city as to be disinclined to remove from it. It may also be remarked that if Mr. Morris had acceded to the vote in favor of locating the seat of Government on the Susquehanna, after the designating of that position by a

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1791. Its chief value consists in the fact that it records with some fullness the proceedings of the first Senate organized under the Constitution, and at a period when the sessions were held with closed doors. It is well known that no report of the debates in the Senate exists for the period embraced by the First to the Fifth Congress inclusive. During the ten years from 1789 to 1799 only a bare outline of the business transacted is found in the Annals of Congress or elsewhere, although the debates in the House of Representatives were reported with considerable fullness. The few notices of the business and debates in the Senate during this period, preserved in the published writings of John Adams, Jefferson, Madison, Wolcott, and others, are of high interest and value. Yet in none of them is there any continuous journal purporting to give a record of the debates in the Senate. This vacuum is to a certain extent supplied by this manuscript journal of Senator Maclay. Although not a formal report of debates, as to the language used, it gives the sentiments expressed by the leading speakers on both sides on most of the important questions discussed at length. Among these were the questions of the official title for the President of the United States, the power of removal from office, the doctrine of a protective tariff, the location of the permanent seat of Government, the jurisdiction of the Federal courts, &c.

Besides these, the journal contains Mr. Maclay's account of the inauguration of President Washington at New York in 1879, of various Presidential dinners and state ceremonies in the early days of the Government, and some criticisms of the President, Vice-President Adams, and other public men of the time. As a whole, this manuscript record, which has never been published, would add a contribution of considerable interest and value to the stores of information we possess regarding the early politics of the country. The period it embraces, covering as it does the very origin of the Government under the Constitution, is continually enhanced in interest with the growth of the historical spirit in the country.

A. R. SPOFFORD.

Presented to Committee on the Library, Washington, March, 1869.

majority vote in both Houses, it would probably have received the official approval of the President. And if Mr. Maclay had agreed to Germantown as its seat, it might have been carried by his vote and influence after the return of the bill with the amendment made on motion of Mr. Madison. Thus it is probable that Pennsylvania lost the permanent seat through the disagreement between her Senators.

The connection between the assumption bill and the residence bill, which Mr. Maclay so fully sets forth, is further confirmed by Mr. Jefferson, who said:

But it was observed that this bill would be peculiarly bitter to the Southern States, and that some concomitant measure should be adopted to sweeten it a little to them. There had before been propositions to fix the seat of Government either at Philadelphia or at Georgetown on the Potomac, and it was thought that by giving it to Philadelphia for ten years and to Georgetown permanently afterwards this might, as an anodyne, calm, in some degree, the ferment which might be excited by the other measure alone. So two of the two Potomac members, White and Lee—but White with a revulsion of stomach almost convulsive—agreed to change their votes, and Hamilton undertook to carry the other point. In doing this, the influence he had established over the Eastern members, with the agency of Robert Morris, with those of the middle States, effected his side of the engagement, and so the assumption was passed, and twenty million of stock divided among favored States and thrown in as a pabulum to the stock-jobbing herd. This added to the number of votaries to the Treasury, and made its chief master of every vote in the Legislature which might give to the Government the direction suited to his political views.

In the fifth volume of Marshall's Life of Washington, chapter IV, page 569, the author says:

At length a compact respecting the temporary and permanent seat of Government was entered into between the friends of Philadelphia and the Potomac, whereby it was stipulated that Congress should adjourn to and hold their session in Philadelphia for ten years, during which time the buildings for the accommodation of the Government should be erected at some place to be selected on the Potomac, to which the Government should remove at the expiration of the term.

This compact having united the Representatives of Pennsylvania and Delaware with the friends of the Potomac in favor of both the the temporary and permanent residence which had been agreed on between them, a majority was produced in favor of the two situations, and a bill was brought into the Senate in conformity with the previous arrangement, and passed both houses by small majorities. This act was immediately followed by an amendment to the bill, then depending before the Senate, for funding the debt of the nation. * * * When the question was taken in the House two members, representing districts on the Potomac, who in all previous stages of the business had voted against the assumption, declared themselves in its favor, and thus the majority was changed.

From these contemporary and historical sources of information it is apparent that higher considerations than these advances, if they were made known to Congress, entered into the compromise by which the assumption bill and the residence bill were supported by the same members and both became laws.

It has been argued that these advances must be regarded as grants, because the fourth section of the act of July 16, 1790, authorized the President to accept "grants of money," and did not authorize him to accept advances. But General Washington has left on record his interpretation of the acts of Congress as well as of the advances of Virginia and Maryland.

In a letter addressed to the commissioners of the Federal District, written from Philadelphia under date of August 29, 1793, President Washington asks: "In what manner would it be proper to state the account with the States of Virginia and Maryland, they having advanced money which has not been all expended on the objects for which it was appropriated?" From this clause there is a clear inference that President Washington regarded this money as an advance, rendering necessary an account of it to be kept with those States. If it was a grant, gift, or donation, why keep an account with the States? But if an ad-

vance for a specific object, it was necessary to show that the money advanced for public buildings had not been expended on streets and other improvements.

Exceptions have been taken to the payment of these advances because of their alleged "staleness." But looking at all the facts, the delay to demand repayment seems in consonance with the very spirit of these advances. It is not claimed that these advances were ordinary loans, but that they were generous and patriotic advances, to be returned when the United States were able to do so. In that spirit no demand was made by either State during the long period of national embarrassment which followed the Revolution and the war of 1812–'15. The first surplus in the Treasury was in 1836, and it was so swiftly distributed and followed by the panic of 1837 that the Treasury had no available surplus until 1841, and Maryland made her demand in 1842. Upon that demand the Judiciary Committee of the House reported:

It was not an ordinary loan that Maryland was negotiating with the General Government; if it had been, a term of years would have been designated, and the rate of interest which would accrue, but it was a generous offering from a patriotic State of the Confederacy to the young and distressed Government of the Union, whose finances were deranged and whose resources were undeveloped, with the implied understanding that the Government of the United States would reimburse Maryland whenever the former should recover from its financial difficulties and have the ability to do so. In such a transaction it seems to be clear that the State of Maryland would wait long and patiently before she would demand payment of the General Government; for, since the advance itself was an act of generous confidence and patriotic liberality, it was not for her to obliterate the grateful recollection of the deed by an untimely or ungracious demand.

It was for the Government—the recipient of the favor—to make the first movement towards repayment. But the Government of the United States seems to have neglected its obligation in this regard, and the State of Maryland, after the lapse of near half a century, when her own financial affairs had become embarrassed, and when, in the mean time, the United States had become powerful, prosperous, and wealthy, reclaimed the advance she made by series of resolutions adopted by her legislature in 1842. Yet no decisive action has been taken in Congress in reference to this claim, and your committee are of the opinion that the State of Maryland is entitled to interest upon the amount she claims—not from the time the advance was made, but only from the time she formally demanded repayment. This seems to be perfectly just; for why should governments, any more than individuals, be absolved from the payment of interest upon debts which they owe, and of which they have proper notice? Never was there a case in which this Government had stronger reason to be not only just, but generous, than the present.

From that day these States have repeatedly memorialized Congress to return these advances. The Senate has on two occasions passed bills to reimburse these States, but they failed of consideration in the House.

Upon the question of allowing interest on these advances, the committee can but recognize the right of these States to interest from the dates of their first demands, viz, in the case of Maryland, from the 1st day of January, 1843, and to Virginia from the 1st day of January, 1850.

The State of Maryland sold some of the most valuable of her lands—the coal-beds west of Cumberland—to meet promptly her advance, and clearly under all considerations she is entitled to interest.

The bill provides for paying to the United States any money due by either State on any account whatever.

It is not necessary to discuss the legal and accepted meaning of the word advance, nor to argue that its deliberate use by John Marshall in a public statute could have any other meaning than that of a right of reimbursement. Upon this interpretation the Judiciary Committee, by Mr. Kerr, remarks:

Now, the word "advance" is technical, and has an import familiar to the legal profession. It conveys the idea always of a right to reimbursement; and it may well be

supposed that the use of it in the instance now under consideration arose from the fact that in 1787 the Continental Congress proposed that measures should be taken for erecting public buildings for the use of the Government at Georgetown, on the Potomac River, and that Virginia and Maryland should be allowed a credit in the requisition of 1787 and on the arrearages due on past requisitions, for such sums of money as they might respectively furnish towards the erection of said buildings. It is true, at the time the advance was made the system of raising revenue for the support of the Government by requisitions on the States had been superseded by the mode now usually resorted to under the present Constitution of the United States. But it will be at once perceived, that at a period so very recent after the adoption of the present Constitution, the habits and ideas growing out of the former system would have their force upon the public mind, and accordingly, in making a loan to the General Government, it was but natural that the legislature of Maryland, should make use of terms to which they had become familiar under the Government which had been so recently changed.

In confirmation of this interpretation of the intention of these States to make an advance and not a present, attention is called to the language used in the statute of Virginia when that State did intend a *present*.

The general assembly of Virginia, by act of the 28th of May, 1773, enacted—

That if the honorable Congress should esteem the city of Williamsburg a fit place for their session, the assembly will *present* them, on their removal thereto, and during their continuance therein, with the palace, the capitol, and all public buildings, and 300 acres of land adjoining the said city, together with a sum of money not exceeding £100,000 of this State's currency.

To this resolution is attached the following proviso:

Provided always, That should Congress thereafter remove from the city of Williamsburg, or from the land mentioned, that in such case the land so ceded, with the buildings, shall revert to the Commonwealth.

It seems that this clearly demonstrates that when Virginia intended a *present* she so expressed herself, and that when her intention was only to advance money to the use of the Government, she was equally guarded and explicit in her language.

The actual pecuniary benefit which the United States has derived from these advances cannot be measured by their amount and the interest thereon. It must be borne in mind that by the act of 30th October, 1784, three commissioners were appointed by Congress to select and lay out a Federal District for the purposes of the Government near the falls and on either side of the Delaware River. The commissioners were authorized and empowered to purchase the land and to erect the necessary public buildings thereon. On account of the failure of Congress to make an appropriation the purposes contemplated in the act creating the board of commissioners were not carried into effect.

At the date of July 16, 1790, the credit and Treasury of the United States were in no sounder condition than in 1784. But those advances by Virginia and Maryland enabled the commissioners of the Federal District to enter unembarrassed upon the discharge of their duty, and their beginning to actually construct the public buildings left no doubt on the public mind as to the permanency of the law locating the capitol on the Potomac. The confidence which these advances inspired gave value to the land donated by the original owners, and converted the wilderness into "city lots," with the proceeds from the sales of which the commissioners continued their work upon the public buildings until 1798, when the first appropriation of public money by Congress became available. In this connection the able and voluminous report of Mr. Mayberry, from the Judiciary Committee (H. R. No. 1563, Forty-eighth Congress, first session), and that of Mr. Shaw, from the Committee on Claims, (H. R. No. 518, Forty-ninth Congress, first session) set forth the profit derived by the United States from th[illegible]nces.

In a letter to Thomas Jefferson, Secretary of State, dated March 31, 1791, General Washington says:

"The terms entered into by me on the part of the United States with the landholders of Georgetown and Carrollsburg are, that all the land from Rock Creek along the river to the Eastern Branch, and so upwards to or above the ferry, including a breadth of about a mile and a half, the whole containing from three to five thousand acres, is ceded to the public, on condition that when the whole shall be surveyed and laid off as a city (which Major L'Enfant is now directed to do) the present proprietors shall retain every other lot; and for such part of the land as may be taken for public use for squares, walks, etc., they shall be allowed at the rate of twenty-five pounds ($66.67) per acre, the public having the right to reserve such parts of the wood on the land as may be thought necessary to be preserved for ornament; the landholders to have the use and profits of all the ground until the city is laid off into lots and sale is made of these lots, which by this agreement become public property. Nothing is allowed for the ground which is occupied as streets and alleys."

(See Sparks, X, p. 147.)

Mr. Jefferson, replying under date of April 10, says:

"The acquisition of ground is really noble, considering that only £25 an acre is to be paid for any ground taken for the public, and the streets not to be considered, which will in fact reduce it to about £19 per acre." (Varnum, p. 27.)

In the report of Thomas Munroe, Superintendent of Public Buildings, dated February 27, 1816, and embracing the receipts and expenditures in relation to the public buildings from 1791 to 1816, the moneys advanced by Virginia and Maryland are carried into the general accounts of receipts, with appropriations from the Federal Treasury and with the proceeds of the sales of lots and other property. In the report of the Committee on Public Buildings, made to the House of Representatives on February 16, 1820, the following language is used:

"Before closing their report, the committee think it proper to observe that in so far as the public buildings have advanced, the unexpected expenses of their repairs, since their conflagration inclusive, the appropriations heretofore made, and to be made, until they are completed, can only be considered for the most part as advances made at the Federal Treasury, which will be reimbursed by the sales of the public property in the city of Washington, which has cost the Government but little. At the time of the cession of this property as the seat of Government it (the property) was considered as a source of revenue which would be amply sufficient for the erection of the public buildings, and if the document herewith presented, marked D, is not unreasonable, it will yet be sufficient to complete such as are undertaken. But for their destruction there is no doubt of the correctness of the calculation made many years since of the sufficiency of the funds for its object."

Document D, referred to, concludes that—

"If this expectation should be realized, it will appear that the public buildings have been erected from the proceeds of property *created* by locating the seat of Government in this place, and that a fund will remain for further improvements."

Mr. Meigs, in a report from the Committee on the Expenditures upon the Public Buildings, made to the House of Representatives March 21, 1820, remarks that—

"It appears that the valuation of the public lots and actual amount of sales, added to the donations from the States of Virginia and Maryland, exceed the national expenditure upon public buildings by nearly $400,000." (See American State Papers, vol. 11, Miscellaneous.)

Thus it appears from reports of commissioners and committees that the Government has realized more from the sales of lots than it paid from the Treasury, as well as a large sum in excess of the amount advanced to its use by the States of Virginia and Maryland.

The land obtained by President Washington would have remained of little value but for the action of Virginia and Maryland advancing the $192,000, which, giving a fixity and permanence, by actual construction of the public buildings, to the national capital, and imparted to the wilderness the quality of city lots. This $192,000 not only started the public buildings, but it also augmented the value of the public property obtained from the landholders, by making the construction of the public buildings certain, which, without that action by these States, could not have been begun, as the Congress had not appropriated any money for the public buildings. In this double light, first, of enabling the commissioners to go on with the public buildings, and, secondly, of the value imparted to the city lots, must the action of these States be reviewed. So far from being a mere selfish act to secure the benefits of adjacency to the Federal capital, this advance by these States was the means of making valuable the whole property acquired by President Washington for the Government. The site of the capital on the Delaware had been abandoned for want of money to commence the public buildings; a like fate overhung that on the Potomac, and would probably have overtaken it had not Virginia and Maryland furnished the first money that gave impetus and *life to the* young capital.

Referring again to the history of the location of the capital at its present site, as set forth more fully and clearly in the journal of Mr. Maclay, which has escaped the notice of all previous committees, this committee concludes:

First, that the capital of the United States, located first in Pennsylvania, was lost to that State by no action on the part of Virginia and Maryland.

Second, that it was originally located on the Potomac near Williamsport, Md., and that location changed to the Eastern Branch by the amendatory act of March 3, 1791, and that these advances were unknown to the Congress, and would have had no influence if known, because the location of the capital was the result of a combination to pass the funding bill and of a desire on the part of Philadelphia to have the "temporary residence" in that city for ten years, to obtain which, over the city of New York, the Pennsylvania members of Congress gave the "permanent residence" to the Potomac site.

Third. That as the United States have in all cases of advances of money by States for any purpose reimbursed the States with interest, the generous kindness of Virginia and Maryland toward the infant capital, is not of lower dignity nor of less value than advances for the public defense in which the States participated as well as the Union.

Your committee therefore adopt the language of Senator Wade, and approve the sentiment as expressed by him, that—

> I do not wish to have this Government indebted to any State in this Union or to anybody. I shall feel that it is under an obligation to the States of Maryland and Virginia until this money shall have been paid. In my judgment, the money ought to be repaid. * * * It was a noble, generous act, and we ought now to respond to it in the same spirit.

Not only does simple justice dictate the allowance of interest from the dates of demand for repayment, but numerous precedents sanction such an allowance. The acts of Congress providing for the repayment of advances by States allowed interest in the cases of the war of 1812–'15, the Indian wars, and the Mexican war, and the report of the Committee on Claims of the Senate in the Forty-ninth Congress, first session, No. 8, elaborately discusses this question of interest, and reproduces fifty-three statutes allowing interest, from among which the following examples of interest allowed on *advances* by individuals are particularly referred to.

Act approved May 3, 1802 (see 6 Stat. at Large, p. 4); act approved May 5, 1824 (6 Stat. at Large, p. 298); act approved February 17, 1836 (6 Stat. at Large, p. 622); act approved July 7, 1838 (6 Stat. at Large, p. 734).

The Senate Committee on Claims (Forty-ninth Congress, first session, No. 8), above referred to, says that:

> The prevalent idea that "the Government never pays interest" has grown up from the practice of the Departments, which do not allow interest except where it is specially provided for in cases of contracts or expressly authorized by law. But this usage and custom of the Executive Departments cannot be properly regarded as the settled rule and policy of the Government, for its action upon the subject of interest has not from the earliest time conformed to such usage. On the contrary, it will be found, upon an examination of the precedents where Congress has passed acts for the relief of private citizens, that in almost every case, except those growing out of the late war, Congress has directed the payment of interest where the United States had withheld a sum of money which had been decided by competent authority to be due, or where the amount due was ascertained, fixed, and certain. The highest court of the country has also affirmed this to be not only the practice of the Government, but the measure of its duty. Thus, in 15 Wallace, page 77, where the suit was against a United States collector for the recovery of taxes illegally collected, the Supreme Court used the following language upon the subject of interest allowed on the claim, viz:
>
> The third exception is to the instruction that if the jury found for plaintiff they might add interest. This was not contested upon the [illegible], and we think it

clearly correct. The *ground for the refusal to allow interest is the presumption that the Government is always ready and willing to pay its ordinary debts.* Where an *illegal* tax has been collected, the citizen who has paid it, and has been obliged to bring suit against the collector, is entitled to interest in the event of recovery from the time of the alleged execution.

The Senate report from which the above extracts are taken forcibly states that—

Your committee have directed attention to these numerous precedents for the purpose of exposing the utter want of foundation of the often-repeated assumption that "the Government never pays interest." It will readily be admitted that there is no statute law to sustain this position. The idea has grown up from the custom and usage of the accounting officers and Departments refusing to allow interest generally in their accounts with disbursing officers and in the settlement of unliquidated domestic claims arising out of dealings with the Government. It will hardly be pretended, however, that this custom or usage is so "reasonable," well known, and "certain" as to give it the force and effect of law, and to override and trample under foot the law of nations and also the well-settled practice of the Government itself in its intercourse with other nations.

A great Government like ours, with unlimited resources and revenues at its command, should above all things deal justly with its citizens, and certainly with the States, and particularly when the States have dealt so liberally and generously with the Government as Maryland and Virginia did when they advanced the money to construct the public buildings at Washington.

Senator Sumner (Report No. 4, Forty-first Congress, first session, p. 10) remarks that—

If the claim is just, the precedent of paying it is one which our Government should wish to establish. Honesty and justice are not precedents of which either governments or individuals should be afraid.

These reasons and precedents, so fully according with justice, right, and precedent, have weighed with this committee in recommending the passage of the accompanying bill.

APPENDIX.

HISTORY OF THE LOCATION OF THE CAPITAL AT WASHINGTON.

[Extracted from the private journal of the Hon. William Maclay, a Senator from Pennsylvania, in the first Senate of the United States, in 1789, 1790, and 1791.]

Tuesday, August 25, 1789. Attended at the usual hour. On Saturday I had proposed to Mr. Morris to bring forward all the places which had been mentioned for the permanent residence of Congress at one time. He answered, rather roughly: "Let those that are fond of them, bring them forward; I will bring forward the Falls of Delaware."

Accordingly, although the President was every moment looked for, he presented the draught of the falls to the Chair.

Yesterday I could do nothing for the attendance of the President. This morning, however, I took the first opportunity and presented the draught with the description of Lancaster. I nominated Wright's Ferry, Yorktown, Carlisle, Harrisburg, Reading, and Germantown, giving a short description of each.

August 26. Last night there was a meeting of the Pennsylvania delegation on the subject of fixing the permanent residence. There was little of consequence said. They mentioned their former agreement to vote for every place that should be nominated in Pennsylvania. Clymer said some things that savored more of independence than any of them. Scott declared he would put himself entirely in their hands, and move anything that should be agreed on. Mr. Clymer declared for the Potomac rather than stay here. I understood him that he thought this politically right. Fitzsimmons and the Speaker seemed to second everything that Mr. Morris said. Hartley was for Susquehanna and Yorktown. But, indeed, I think the whole measure likely to be abortive. They have brought the matter forward, but have no system. I saw this, but did not hazard a single sentiment on the subject. Indeed, I could not, without implying some kind of censure.

I called this morning, and endeavored to put Mr. Scott on tenable ground on the affair of removal, and left him in a proper way of thinking. At least, if he should be defeated, to advance nothing but what is defensible.

August 27. Mr. Morris could not sit one moment with us—the subject of the permanent residence was in agitation in the other House. To tell the truth, Mr. Morris' whole attention seems bent to one object, to get the Federal residence to Trenton. Mr. Scott (agreeable to what had been settled this morning) brought in a motion to the following effect: That a place ought to be fixed for the permanent residence of the general Government as near the center of population, wealth, and extent of territory, as is consistent with the convenience of the Atlantic navigation, *having also a due regard to the Western Territory;* and concluded that Thursday next be assigned for taking it up. This was carried.

August 28. There was a meeting of the Pennsylvania delegation at the lodgings of Clymer and Fitzsimmons. I did not hear of it until I came to the hall, but I hastened there. The Chief Justice of Pennsylvania and Mr. Pe tit attended, with a memorial from the public creditors. Their business was soon done, as we promised to present it in both Houses.

But it seems there was a further design in this meeting. Mr. Morris attended to deliver proposals from Mr. Hamilton, on the part of the New England men, &c., &c. Now, after the eastern members have deserted the Pennsylvanians, they would come forward with proposals through Mr. Hamilton. This same Mr. Morris is as easily duped as another.

I spoke early and declared that now the New England men find their deceitfulness has not availed them, and yet they wish to try their arts a second time—that their only view was to get a negotiation on foot between them and the Pennsylvanians that they might break the connection that is begun between the Pennsylvanians and the southern people.

I was extremely happy to find this sentiment pervade the Pennsylvanians. Mr. Morris labored in vain and his chagrin was visible.

We came from the hall. In coming up Broad street, Mr. Morris declared he would oppose the Susquehanna as the permanent residence, for it was unfavorable to commerce. He observed me, and added, as far as he could consistent with the engagements he had come under to the delegation. I need no such declaration of his to fix my opinion of his conduct; he has had no other object in view but the Falls of Delaware since he has been a Senator—at least this has been his governing object.

August 29, 1789. The House having adjourned over till Monday, I had nothing to do. I wished to see the Pennsylvania Representatives, and went to the Hall. I saw Hartley, and exhorted him against entering into any cabal with regard to the residence; that the line now marked out and the principles laid down for fixing the Federal residence were broad, open, and honorable, and such as any man might avow; and, above all, cautioned him to beware of the arts and devices of the New England men. He took it kindly, but did not seem to stand in need of any such caution. A moment after I met Mr. Smith, of Maryland. He had a terrible story, and from the most undoubted authority. A contract was entered into by the Virginians and Pennsylvanians to fix the permanent residence on the Potomac, right or wrong, and the temporary residence was to be in Philadelphia, and Clymer and Fitzsimmons were gone to Philadelphia to reconcile the citizens of that place to it. I answered I knew nothing of all this. I doubt it; I really do not believe it. So far as respects myself, if I am considered as included, I know it to be false. He adhered to it with a firmness that surprised me. I called on almost all the Pennsylvanians during the course of the day and informed them of the tale. They all disowned every communication whatever in the way of contract with the representation of any State. I called on Mr. Smith in the evening. Told him he must be misinformed. He declared he had it through one person only—from one of the Pennsylvanians themselves. He, however, would give no names. I told him be that as it might, I believed the matter to be groundless. I left him, having paid more attention to this business than perhaps it merited.

September 2. There has been a violent schism between him (Morris) and the Pennsylvania delegation, or at least a part of them. He begged leave to give me the whole detail of it. It was long, containing the first engagement at the City tavern, viz, that whatever place in Pennsylvania the New England men should name, the Pennsylvanians should vote for it; that every place named in Pennsylvania should be voted for by the whole delegation. These things I knew not, they having been transacted while I was absent. But what I well knew was that, when Scott's motion came forward, the New England men, instead of naming the Falls of Delaware, as Mr. Morris expected, this being the point to which all his negotiations with Jay, Hamilton, &c., tended, were prepared to expose the Pennsylvanians, and ridicule the whole. In this critical moment the Virginians stepped into the support of Scott's motion, rescued the Pennsylvanians from ridicule, and gave the whole a serious face. In this state were matters on the 28th ultimo, and I thought then that all negotiation with the New England men was at an end. Indeed, I was not for entering into any private engagements with any of them. My constant language to the delegation was: You are on tenable ground. Now, keep yourselves there. Something was, however, said as we parted on the 28th, if the New England men have anything to say it must come from them. Mr. Morris catched this, and opened a negotiation with them, and carried matters so far that a meeting was appointed by Mr. Morris, of the Pennsylvania delegation, at Clymer's and Fitzsimmons' lodgings at 5 o'clock yesterday evening. Mr. Morris whispered me in Senate the whole business is settled, and you must come to Clymer's and Fitzsimmons' lodgings at 5 o'clock.

On quitting the Senate chamber, I called Scott out of the Representative chamber, to tell him to apologize to the meeting for my absence as I found myself scarcely able to move one step. All this was new to him. He said if any agreement was made, it must be with the Virginians. I saw a cloud of mystery in the business, wished to attend, and parted with Scott, telling him if I cannot attend I will send an apology by Mr. Wynkoop. I could not attend; but so nobly was the matter managed, that while Mr. Morris was introducing Mr. Goodhue and Mr. King, on the part of the Eastern States, Mr. Madison was introduced on the part of Virginia, or introduced himself. There, however, he was, and occupied a room down stairs, while Goodhue and King sat with Mr. Morris up stairs. Messages were exchanged. The result was, that Clymer, Fitzsimmons, Hiester, Scott, and the Speaker declared totally against any treaty with the New England men. Hartley and Wynkoop declared themselves disengaged, and all parties departed. What Mr. Morris complains most bitterly of is that Fitzsimmons should permit him to bring the New England men to his lodging on the terms of treaty, when he was determined against treating with them, and that there should be any terms of communication with Madison to which he was a stranger.

Mr. Morris, however, has not quitted the game. He told me that all the New England men and York delegation were now met, and they would, on the terms of the original proposals, name a place *in Pennsylvania*, for they had actually agreed on one, which he had no doubt was *the Falls of Delaware*, (by the by, I doubt it,) and then we would see how the delegation would answer it to their constituents to negative a place in Pennsylvania. He then said something to me as to our conduct in the Senate. I said I thought we had better come under no engagements to any of them, but regulate our conduct on the principles of the interest of our State, subordinate to the great good of the Union. He agreed to this and took his leave. And now we shall see what a day will bring forth. The Virginia terms seem to be: give us the permanent residence and we will give Philadelphia the *temporary* residence. Mr. Morris declared a vote could not be obtained in the Senate for an adjournment to Philadelphia.

September 3. Mr. Wynkoop went early to a meeting of the Pennsylvania delegation. They were staggered at the thoughts of voting, in the first instance, for a place out of the State. The business came on in the House of Representatives. Goodhue took the lead. And here I could give an advantageous lecture on scheming.

The mariner's compass has thirty-two points; the political one perhaps as many hundreds, and the schemers an indefinite number. And yet there is but one of them that will answer. It is true there is not so many points in the present case, but the wind came from an unexpended quarter. All Mr. Morris' expectations were blasted in a moment, for Goodhue moved a resolution for the Susquehanna as the second of the Eastern States, exclusive of New York. The debate was long and tedious, and the business of this day ended with carrying Scott's motion. Goodhue's stands until to-morrow.

September 3. He (Mr. Elmer) told me Mr. Morris was exerting his utmost address in engaging votes against the Susquehanna—he had influence with the Jersey members. The argument was that they had been treated with disrespect in not having been consulted when the York and Eastern members fixed on the Susquehanna.

If Mr. Morris really expects to obtain a vote for the Delaware, after what has happened, it is a proof how far interest will blind a man. But I do not believe he has any such expectation. His design must be to ruin the Susquehanna scheme, and, in fact, keep Congress in New York. I have heard him declare it ought never to be anywhere but in Philadelphia or New York Those places suit his plans of commerce. Nor do I believe he ever will consent to its being anywhere else, unless it be on his own grounds at the Falls of the Delaware.

September 4. Goodhue's motion was carried.

Mr. Morris called in the evening. He sat a long time. I never saw chagrin more visible on the human countenance. "Well," said he, "I suppose you are gratified." I really was vexed to see him so deeply affected. I said, coolly, "I could not be dissatisfied." He repeatedly declared he would vote for the Susquehanna, because he had said so; but he would do everything in his power against it. This he called *candor*; but I think he cannot call it consistency. It has long been alleged in this place that Mr. Morris governed the Pennsylvania delegation, and I believe this idea has procured Mr. Morris uncommon attention. The delusion must now vanish. He made a long visit. Mr. Wynkoop and myself said everything in our power to soften him, and we seemed to gain upon him. He mentioned, with apparent regret, some rich lands in the Conestoga manor, which he had exchanged with John Musser for lands on the Delaware.

5th. Worse—confined mostly to bed. Visited by sundry gentlemen. Scott, Hiester, Fitzsimmons called in the evening. The Susquehanna, Potomac, and Delaware in every mouth. I find Mr. Wynkoop has revived his hopes of the Delaware. He said, "If we lose the Susquehanna, then it will be fixed at the Delaware." I looked hard at him—asked if he had seen Mr. Morris. He answered "no," hesitatingly. I can find by several hints this day that there is some new scheme on foot.

September 6. Very ill, and close confined. Izard called to see me. The moment I saw him I understood that he came on a scrutinizing errand. I made no mystery of anything I knew—told him that the certain effect of any new scheme in the Yorkers or New England men would most infallibly place us at the Potomac. He repeatedly mentioned a new scheme being on foot, but I could not learn what it was. Mr. Morris is in close connection with the Yorkers, and communicates everything to them.

Mr. Clymer called on me. He spoke highly in favor of the Susquehanna as being the most favorable position in the State for the benefit of Pennsylvania. Blamed Mr. Morris very much—said he would ruin all. In the evening the Speaker called. He speaks more confidently of the Susquehanna than any of them. I told him I did not like the adjournment when the question was ready to be put yesterday. He endeavored to account for this, but I think it bodes ill.

Monday. I am still very ill. This day was the trial of shift, evasion, and subterfuge in the House of Representatives, but the Susquehanna vote was carried by a majority of seven, and Ames, Lawrence, and Clymer appointed a committee to bring in a bill.

Neither New England men nor New Yorkers are sincere about moving from this place. They firmly believe the whole will end in vapor. Mr. Morris is to destroy the Susquehanna scheme in the Senate, if not sooner in order to bring forward the Delaware. This he will do, with small assistance from the Yorkers, by engaging the Senators of Jersey and Delaware; and, this being done, the Delaware destroys itself, for the New England men fall to pieces, their engagement having only been for the Susquehanna. These arts are likely enough to succeed.

Sunday, 13. In the evening, Mr. Morris, Mr. Clymer, and Mr. Fitzsimmons called on me. I thought that the Susquehanna had not got justice done in the arguments. Spoke long on this subject to possess them of my ideas of it. All the talk and speculation about the Western Territory is visionary. Nothing will come on to the Atlantic rivers from the western waters. If it should, the Susquehanna has the advantage in the double connection by Juniata and the West Branch. I was listened to throughout with apathy.

Monday, 14th. About twelve Mr. Clymer called in—said he had a letter from Reading Howell, with important explanation. He read part of it, and desired I would draw up the thoughts I had expressed last night, that a publication might be prepared against the time of taking up the bill. Dr. Johnson and Mr. Carroll called while he was in, and interrupted us a little. He stayed a moment after them, and said he would call early to-morrow morning, that we might settle on something for publication. I confessed plainly to him the same thoughts which I minuted on Saturday; but he said Mr. Morris was now contented. I was so unwell that I had to go to bed; and here, leaning on my elbow, I arranged something, but was greatly at a loss for maps, and for the distances on the Susquehanna and Potomac, beginning at tide water, to Fort Pitt, so that what I composed was with blanks.

Tuesday, 15. Between ten and eleven Mr. Clymer, Mr. Fitzsimmons, and Governor St. Clair called. I read what I had prepared, and it seemed to give satisfaction; but I took notes of sundry matters from them to be inserted. The blanks were, however, still open. They promised to furnish these distances from Mr. Ames. This was done after I had finished the composition, and the putting them in could not be done but clumsily. I hastened to get over the business, expecting they would call soon; but night came without my hearing from them. I cannot go out, and there is a listlessness in all our Pennsylvanians on this subject. I can think of many things which I would have done could I go about which must now remain undone.

Wednesday, 16. To-morrow the bill for the permanent residence is to be taken up, and yet all is quiet on our part. Mr. Wynkoop told me he had walked a long time opposite Trinity Church with Mr. C. and Mr. F., and that they had spoke of me, and nothing more. He offered to do anything. I thought of Hartley. He is active, and will be in earnest. Mr. Wynkoop went for him. He came, and I put the paper in his hands. Mr. Wynkoop returned before the House met, told me Child was to print it, and they would send the proof-sheet to me for correction.

About two o'clock, Mr. Morris, Mr. King, and Mr. Butler called on me. The talk was only about the judiciary. Mr. Morris said he had followed Ellsworth in everything; if it was wrong, he would blame Ellsworth. King said he had never had an opportunity of judging of it. I censured it as freely as ever.

There was a meeting of the Pennsylvania delegation this evening to regulate their conduct respecting the part they would act about the opening of the Susquehanna. They agreed to wait on Smith and Jeney in the morning. I had begged Mr. Wynkoop that they should get the proof-sheet and correct it; but it is likely they would not send for it. The printer's boy, however, called on me, and I corrected it. I can find that Germantown is the place that is to be played against the Susquehanna. I had hopes that this opposition was dropped. I believe they are not as active as some days ago, but lie by, fully bent to take all advantages. We will see what they will do. But I have laid it down, as the only sure ground, to adhere to the Susquehanna.

Thursday, 17th. Some people are so hardy as to deny that the Susquehanna affords any navigation at all. Boudinot is one of them. I wrote to Mr. Burrell to furnish an extract of the stores forwarded on the Susquehanna in the year 1779, and the usual load of a river boat. Mr. Wynkoop went to him with the letter. He said he would do what he could, but rather excused himself. I sent some information to Mr. Ames by Mr. Wynkoop; and now we must see what they will do.

The day is rainy, and nobody has called. About dark Parson Lynn came in. Joy was in his countenance. He told me the Maryland condition was carried, and of course there would be schism among the Pennsylvanians—that Gerry had moved for the Falls of Delaware, instead of the Susquehanna. The whole of what he said convinced me that I was not in the least mistaken as to the measures they are carrying on. The Pennsylvanians will divide; the New England men and Yorkers both will come off with apparent honor, and Congress remain where it is. Late at night in comes Mr. Wynkoop in higher spirits than ever I saw him. It is all over with the Susquehanna. We must vote against it now. I have just come from Clymer and Fitzsimmons' lodgings; they are of the same opinion. And now for the Falls of Dela-

ware. The Marylanders have carried a clause that Pennsylvania and Maryland shall consent, to the satisfaction of the President, that the navigation of the Susquehanna shall be cleared, but not at their expense. We never will consent to lay our State under any restrictions. The only reply I made was: So, then, rather than consent that the navigation of the Susquehanna should be opened, you will drive Congress away from its banks. This is the point of view in which it will be considered, and in which you must expect to answer for it.

18th. I wished to see some of our Pennsylvanians. Clymer and Fitzsimmons had called a meeting last night, in order to make them change their ground and vote for the Falls of Delaware. This was the intention of the meeting, from what Wynkoop clearly enough expressed. I wrote a note to Hartley, but he came in just as I was sealing it. He was in a high rage at the Philadelphians, and declared they had been insincere from the beginning. He seemed to want my opinion. I gave it freely—to adhere firmly to the ground that had been taken, and support the bill at all events. I had written a note to the Speaker, but he came in immediately after I had sent it away. He seemed clearly in sentiment with Hartley, and gave substantial reasons for it. He said an absolute agreement had been made between the Pennsylvanians on one part, and Smith and Seney, of Maryland, on the other, that the Maryland condition should be that "Pennsylvania would throw no impediment in the way of clearing the Susquehanna." This gave entire satisfaction to Smith and Seney—was to have been brought forward by the friends of the Susquehanna, and Smith and Seney, by voting for it, would have carried this and rejected the other Maryland condition. But Mr. Fitzsimmons broke the agreement and flew off yesterday morning. This, of course, fixed Smith and Seney to the exceptionable condition which was carried by means of their votes. So that it seems as if Mr. Fitzsimmons wished some vote to be carried that would furnish him and others with a pretext for breaking off from the Susquehanna; for they could have prevented this Maryland condition if they had chosen so to do.

Further, that his partner in Philadelphia mixes with all classes of people; that the common people were well satisfied with Congress being on the Susquehanna; but of late he could hear among the leading men about the bank, &c., many opinions and predictions that it never would be on the Susquehana, &c.

I think it no unfair conclusion to say that Philadelphia spite hath done this, although it be the act of but a few individuals in that place. I can now clearly account for the listlessness and apathy of some persons respecting the Susquehanna. Indeed, it is questionable whether the late application to me was anything more than a blind to cover their intended defection.

This evening the Speaker called. He repeated the whole of what he had told me in the morning in the presence of Mr. Wynkoop. Said he did not know what to make of men who agreed to a thing over night and denied it in the morning. Fitzsimmons and Clymer were tired of the Susquehanna, &c., &c.

September 19. This morning Col. Hartley's son called on me with a note, and showed me the copy of a letter which the Colonel had written to Clymer and Fitzsimmons. He called on them for an adherence to their former tenor of conduct respecting the Susquehanna, and plainly declared that their defection now would be considered as a proof of their insincerity from the beginning. I am unwilling there should be any schism among the Pennsylvania representatives. Perhaps this letter may lay the foundation of it. Perhaps it may have the contrary effect. It is, however, done without the advice of any person, and we are left to attend to the event.

I have wished much to have seen Clymer and Fitzsimmons for some days past. I dropped distant hints of this often to Mr. Wynkoop. This had no effect—I could not justify myself in sending for them. However, I know not if I could have any influence with them, and I know that Wynkoop carries, faithfully, every word which I say, to them. Dr. Franklin says the world will do its own business. I must let it do so on this occasion, for my lame knees will not let me help it.

Had a note from Col. Hartley. The permanent (residence) business is put off until Wednesday next, on account of the indisposition of some members. The House, by joint resolution with the Senate, are to break up on Tuesday. Appointing Wednesday seems like the oblivion committee in the British Parliament on the American petitions before the Revolution. But we will see what will come of it.

(In a marginal note it is simply observed that Mr. Hartley was mistaken when he wrote this note.)

The journal proceeds: In the evening Mr. Dalton called to see me. Soon after Mr. Morris and Mr. Fitzsimmons came in. Soon after, Mr. Scott. Mr. Dalton went away. Mr. Scott said, what shall we do with the residence? I believe we must vote for it. I don't know, said Fitzsimmons, if the condition had only been that we should not prevent the clearing of the Susquehanna, I should not have cared. Scott said, in fact it amounts to no more now. I don't know, said Fitzsimmons. Mr. Morris said, abruptly, the contract is broke—we were to have this thing free of any condition. I have, however, a letter from Peters on this subject. He got out the letter, but did not read it. Mr. Scott was on his feet, and went away. The others soon followed.

When Mr. Morris talked of the contract being broke, I asked: Have any of the eastern people given way? Have any of them voted against the Susquehanna? Mr. Fitzsimmons said, none.

I can readily guess what Mr. Morris means by saying the contract is broke. Need his vote be expected?

September 20. Col. Hartley called in this morning; says the business of the permanent residence will come on to-morrow. I could clearly gather from what he said that the effort would be to throw off the whole business for this session; for, from what I can learn, they are not able to engage the New England men for the Delaware; therefore postpone, and wait for the chapter of chances.

Monday, September 21. Hartley called me out to tell me that the Susquehana bill was carried. (This meant in the House of Representatives.) Mr. Morris was all day calling out members. Grayson, Gunn, King, Reed, and Butler were some of them that I saw him take aside. The citizens and Wynkoop dared not vote against it. It would have had no effect if they had. Mr. Morris being a six years' man, considers himself as independent, and he is to destroy it in the Senate. The others think to escape censure by this shift. When I consider how agreeable it will be to the eastern members and to the Yorkers to destroy all this business, I really fear Mr. Morris. It is so easy persuading men to do what they wish for. We must, however, wait the event.

22. Dressed and went to the Hall. Resolution came up from the other House rescinding the resolution of adjournment on this day and for adjourning on Saturday. Concurred.

Bill for the permanent residence read the first time. Butler moved to postpone till next session. Seconded by Grayson. Lee, Butler, and Grayson spent about an hour. They had only Izard and Gunn to join them on this business—five in all. From hence, I think, we may prognosticate that the bill will pass in some shape or other. Mr. Morris in the deepest chagrin. Did not speak to me in the morning. Left his usual seat to avoid me. Never spoke until we were coming out of the Senate Chamber. He then asked if I continued to grow better. I answered in the affirmative; but he could not talk to me.

I met General St. Clair at the Hall. If I had no other clue, I could tell how the Philadelphians stood, by him. He was all full of doubts—the bill would never do—the President would never act on it—the river might not admit of navigation, &c. The bill, however, passed, 31 to 17, in the House of Representatives.

Wynkoop cannot sit with me this evening; he is caballing down stairs. Mr. Linn called; told me the design of the Virginians and the Carolina gentlemen was to talk away the time, so that we could not get the bill passed.

23d. Went to the Hall early. Mr. Carroll came in; told me Mr. Morris was against the bill, and wanted to bring forward Germantown and the Falls of Delaware.

The Senate met, and every endeavor was used to waste time. Lee, Butler, Grayson, refused to go on with the business, as Gunn was absent. Gunn came, and then they wanted to go and see the balloon let off. But at last the bill was read over. I was called out. There was Mr. Morris, Mr. Fitzsimmons, and Col. Hartley. Fitzsimmons began telling me what the Pennsylvanians had agreed to do—first, strike out the proviso clause. If this could be done, then agree to the bill; but if this could not be done, then abandon the Susquehanna, and try for the Falls of the Delaware and Germantown. As he stated it to me, I understood that all the Pennsylvanians but myself had agreed to this. I told him it was a late moment to call on me when the bill had actually been read over and the first clause taken up; that the *proviso* had nothing so terrible in it as to make me abandon the bill, rather than consent to it; that I saw no safety in anything but adhering to the bill, and if we lost the bill we must go to the Potomac.

Mr. Morris raged out something against the proviso, or to the advantage the State would lose by such a proviso being adopted, and concluded: "I never will vote for the bill unless the proviso is thrown out." I said, slowly, he would act as he pleased.

He knows as well as I do that the Senate never will reject the proviso. Fitzsimmons and Morris, however, said, "let us call King out." King came. Fitzsimmons said, "The Pennsylvania delegates were against the proviso; and in case the proviso was continued, five were for trying the Falls of Delaware and Germantown." Col. Hartley corrected him and told him "only *four*." As I had nothing to do with their bargain, I turned on my heel and left them.

I thought it strange conduct of our delegates, after they had all voted for the bill, to be making such offers. If the proviso is struck out, the two Marylanders will vote against us. If in, Mr. Morris will vote against it. I have expected nothing else of him for some time.

Mr. Morris moved that the first and second clauses should be postponed, so as to come at the proviso. This brought on a lengthy debate. Butler was severe on Mr. Morris. Said his views were totally local. Let us keep the Federal town on the Susquehanna, and let there be no navigation out of it, and then you must come to

Philadelphia. But rather than have the Susquehanna opened, which will take some of our trade away, we will not let you put the Federal town there.

Morris replied with apparent heat. The other retorted. Grayson and Lee were both up. Izard was up; and long speeches were made. The question was, however, put and carried.

And now Mr. Morris moved to strike out the proviso. I forget who seconded him. The reason he gave was that the State of Pennsylvania had a bargain on hand with Maryland about this matter, and commissioners were appointed to negotiate it. Pennsylvania would suffer the Susquehanna to be opened if Maryland would suffer a canal* to be dug between the bays of Chesapeake and Delaware. That he would be betraying the interest of the State in so imminent a degree that he dared not go home to Pennsylvania if such a clause were in the bill.

I had hinted to Mr. Morris that the last law for clearing the Susquehanna had no condition; but he answered, the Marylanders thought it had.

It was now that the most unbounded abuse was thrown on the State of Pennsylvania. Lee, Grayson, Butler, and Izard struggled who should be up to rail at the Government.

Mr. Carroll got up and answered Mr. Morris mildly. I whipped out and sent for Colonel Hartley, and got from him the late law for clearing the Susquehanna. So great was the rage for speaking that I could scarce get a word said. I endeavored to be up first on the sitting down of Butler, but Lee was up with me. I begged for indulgence, as I had information to give which I thought very material. I stated the importance of the question, and declared it my duty to give all the information in my power; that the State of Pennsylvania deserved none of the illiberal abuse that had been bestowed on it; that no such design as shutting up the Susquehanna could be charged on the Government. I then read several clauses of the act, declaring the Susquehanna and its branches highways to the Maryland line. I declared I did not think there was a single Pennsylvanian of character that could be so base as to wish the shutting up the mouth of that river; that for my part I considered the proviso as harmless, and if it tended to give satisfaction to the public at large or any individuals, I had no objection to it; that I thought the business on the part of Pennsylvania done already; but if any more was wanted, I had no doubt of their doing it. I could, for my part, apprehend no danger from the proviso. Much, it was said, was put by it in the President's power. But he had his honor to support. I was convinced he would neither traffic with his own character nor the public expectation; and I was convinced no defect would be experienced on the part of the State of Pennsylvania.

The rage for speaking did not subside, but it took a different turn. Mr. Morris said he did not know of that law. The question, however, was put, and five only rose for rejecting the proviso: Morris, Knox, Schuyler, Johnson, and Dalton. There was now a cry for adjournment, to see the balloon, and the Senate rose.

September 23. Mr. Clymer called about 8 o'clock. Began to speak against the Susquehanna. Said there was an old interest, and a new interest starting up to destroy it in Pennsylvania, by sending the trade into the new interest. That he would not for a thousand guineas the law would pass. That the old commercial interest had nourished Philadelphia; it was an ornament to the State. He seemed willing to persuade me that I should vote against the bill. I asked him how he thought it would look for me to vote against it, when they had all voted for it on Monday last? He said he was induced to do so, expecting a change in the Senate. That he would not for half his estate he had done so. That he was duped into it. I told him that was not my case, for I had followed my judgment hitherto, and would continue to do so. That if we changed our ground in the Senate, and could insert any other place than the Susquehanna, we lost our hold of the eastern people, and the whole fell to the ground, agreeable to what I had told him on Monday week, and that at the next session Virginia would come forward with five members from North Carolina, and be joined by two or three from Pennsylvania, and we should infallibly go to the Potomac; and for my part, I would rather stay on the Susquehanna. He declared, for his part, he would not.

Mr. Clymer used to extol the advantages of the Susquehanna; and declared, as he sat on my bedside about a fortnight ago, that no position in Pennsylvania was equal to Susquehanna, All this change has taken place since General Irwin came to town, and declared there was a contract on foot for clearing the Conewago falls for four thousand pounds.

Now what am I to think of the citizens of Philadelphia, and some others of the Pennsylvania delegation. Can I help concluding, on the most undeniable data, as well from what I have heard as from circumstances and their own declarations, that they ever have been opposed to the Susquehanna, and voted for it purely to save their popularity in the State; and trusted to Morris, who is a six-year man, to destroy

* Such a canal is now in agitation.

the bill in the Senate. Have I a name for such conduct? Thus to drive away Congress from the State, rather than a few barrels of flour should pass by the Philadelphia market, in descending the Susquehanna; and rather than the inhabitants of this river should enjoy the natural advantages of opening the navigation of it. I think it probable these arts will prevail.

September 24. This day Morris voted against the Susquehanna. King, Schuyler, and all the New England men, except Doctor Johnson, voted against it. Mr. Morris' vote alone would have fixed us on the Susquehanna forever. The affair has taken the very turn I predicted. Our ruin is plotted, contrived, and carried on, in conjunction with the Yorkers.

I gave an account of the center of population being in Pennsylvania; the center of wealth, and the geographical center. Went at large into all the detail of the Potomac and the Susquehanna. When the Potomac was voted for I was long on my legs, or I shall say my knees, and they grew weary. We easily threw out the Potomac; but I well knew all this was in vain.

This whole morning, and for an hour after the Senate met, the York Senators and Representatives were in the committee-room, and Mr. Morris running backwards and forwards, taking out one Senator after another to them, and Adams delaying business for them. No business was ever treated with more barefaced partiality. Mr. Morris moved that the words at some convenient place on the banks of the Susquehanna, &c., should be struck out, and that it might remain a blank for any gentleman that pleased to name a place.

I objected to this as unfair, for, by this means, the banks of the Susquehanna would be thrown out, when, in fact, that place might have more friends than any other individual place, for all those who wished a different place would unite on this vote, however different their views might otherwise be; and thus the place rejected in the first instance would be laid under an unfavorable impression. That I saw no reason to deviate from the common mode, which had always been to move to strike out certain words in order to insert certain other words, and thus men would plainly see their way clear, and the intention of the mover.

Mr. Adams answered me from the chair. Said it was all fair.

It was in vain to argue. The question was put, and seven only rose.

Up got Mr. Morris. Said the question was not understood, and begun his explanations. He said he had often wished to explain himself on the subject of the residence, but was always prevented. That Pennsylvania was averse to the Susquehanna, and would give $100,000 to place it at Germantown.

I rose to the point of order. Declared that no motion or application for reconsideration could be received from a member in the minority. Quoted parliamentary practice, and appealed to the chair.

Mr. Adams now made one of his speeches. Unfortunately, it seems none of our rules reached the point. New matter had been alleged in argument, &c.

It was in vain that I alleged that no business ever could have a decision, if minority members were permitted to move reconsiderations under every pretense of new argument. Adams gave it against me.

Mr. Morris now assumed a bolder tone. Flamed away in favor of Germantown. Repeated his offers in the name of the State, &c.

I declared I considered myself to enjoy the confidence of Pennsylvania in as unlimited a manner as my honorable colleague. That I firmly believed the general sense of the State was more in favor of the Susquehanna than Germantown; and that, if money was to be given, the Susquehanna was most likely to obtain it. I, however, denied that any State money was appropriated to any such purpose, and called on my colleague to produce the authority on which he made the offer.

He now came forward, the great man and the merchant. Pledged himself that, if the State would not, he would find the money.

A vacant stare on this seemed to occupy the faces of the Senate. But the New England men helped him out. It was proposed that the validity of the law should depend on the payment of the money, and that a clause for this purpose should be now inserted in the bill. And to work some of them went in fabricating such a clause. Mr. Morris had not yet been regularly seconded; but I began to see, when it was too late, that I had committed a mistake in not appealing to the House from the decision of the Chair.

Bassett got up and recanted; said he had not understood the question. It was in vain that we urged that the question was fairly put. A reconsideration was called for. There is really such a thing as worrying weak or indifferent men into a vote. Urging that the matter had not been sufficiently explained and understood—how fair and inoffensive the measure, &c.—all these arts were played off with the utmost address on this occasion; and with the weight of John Adams, succeeded. It was reconsidered, and eleven voted for this fair and inoffensive measure.

In a moment, by way of fixing them against the Susquehanna, although it was still called out, we will take a vote on the *Susquehanna*, the yeas and nays were called. And now *Grayson and Lee moved for the Potomac.*

They had moved for striking out the word Pennsylvania, so as to leave the whole banks of the Susquehanna open, and lost it.

Now was a lengthy debate, in which I supported the Susquehanna; but it is too much to insert what I said. The Potomac lost it, and the *blank* now remained.

Mr. Butler now rose and moved to fill the blank with the words, "banks of Susquehanna. &c.,"—the same words which had been struck out. I seconded the motion.

Up got Mr. Morris, and opposed this with warmth. He allowed that there might be a question taken on the Susquehanna; but he would have a vote taken on his place first.

Butler insisted that as his motion was fairly before the House, and seconded, it must be disposed of.

Morris replied without any reason on his side, indeed; but he had no need of reason when he had votes enough at hand.

King got up and said he had no objection to a vote being taken on the Susquehanna, but it ought to be the last place.

However, for the sake of order, they had to move a postponement of the motion on the Susquehanna. The postponement was carried.

Mr. Morris then came forward with an amendment for locating, ten miles square, adjoining the city of Philadelphia, in the counties of Philadelphia, Chester, and Bucks, including Germantown, with a proviso that the act should not be in force until the one hundred thousand dollars should be secured to the United States by Pennsylvania, &c.

I could not abandon the Susquehanna, at any rate in the present stage of the business; but for me to enter into a proviso which would operate as an engagement on the State, without the least authority for so doing, appeared to me highly improper. I therefore, under every view of the matter, concluded, in a moment, to vote against his motion.

The Susquehanna bill placed the Federal town in the heart of Pennsylvania, provided for purchasing the land, erecting the buildings, &c., without one farthing of expense to the State, to say nothing of the most important subject of clearing the Susquehanna, which would be done by Federal and Maryland money, in case of Congress being placed on its banks. I therefore reserved my vote for the Susquehanna.

The House divided on Mr. Morris' motion—nine and nine. The President rose to give the casting vote. He spoke well of the Potomac (to gratify the Virginians;) slightly of the Susquehanna (which had but few friends); highly of Philadelphia and New York, in each of which places he said the Congress ought to stay alternately, four years at a time; said if the question were to reject the whole business, he could have no doubt, but as Pennsylvania had offered the money, he would vote for Germantown.

Thus fell our hopes. This unwarranted offer of the money knocked down the Susquehanna. It was now near 4 o'clock, and an adjournment was called for and took place.

September 25. A good deal unwell, but attended the hall. The Secretary had omitted the first question on the striking out of the Susquehanna, and the reconsideration. He, however, corrected it himself afterwards, with the leave of the House.

Carroll now moved to strike out the residence being in New York until the Federal buildings should be erected. I determined to leave myself free from any obligation to stay in New York, and voted with him, more especially as I was free from all obligation whatever.

Mr. Morris now began to dress the bill, but seemed slack about the one hundred thousand dollars. He was called on from the chair, however, and sundry parts of the House to bring it forward. I was very unwell, and left him to dress his own child as he pleased, and came home.

This evening Mr. Scott called to see me. He said Mr. Morris, Mr. Clymer, and Mr. Fitzsimmons assured him that the Yorkers and New England men would pass the bill, and that they, the Pennsylvanians, Mr. C. and F., had promised that Congress should stay three years in New York. Mr. Wynkoop then said that they had made such a bargain. I told them that was the first account I had heard of the matter. I expressed my doubts of their sincerity. Wynkoop was sure of them, and that he could depend on them, &c.

26th. Mr. Wynkoop came in the highest joy. All was well. Germantown, happy Germantown, has got the Congress. He ravished up his dinner, got his trunk and boots, and away with him to tell the glorious news.

I have just been thinking how impossible it is for the Yorkers to be so blind as to let Congress go away in the manner Wynkoop says they have done. If the lower House have really passed the bill, the Yorkers have no resource but in the President. I am greatly surprised at this day's work.

I have opened the book and taken up my pen to wipe away the surprise above mentioned. Parson Linn has just told me that some trifling [illegible]ment was tacked to

the bill, just sufficient to send it up to the Senate, and the Senate has thrown itut and with the consent of the Philadelphians, too, I suppose.

Just as I was leaving the hall, Izard took me aside. Asked me to stay. Said a trifling amendment will be made in the lower House, just enough to bring it up here, and we will throw it out. I told him I wished nothing so much as to see an end of the business. I was not able to attend, but if I was, could not be with him on this question. Well, then, you must not tell Morris of this. I was just going away, and said I will not.

In relation to the amendment to the residence bill, it appears from the debates in the House of Representatives that when the amendments proposed by the Senate to the residence bill were before the House on Monday, the 28th of September, Mr. Madison contended that the amendment proposed by the Senate was a departure from every principle adopted by the House, but he would not trouble them with a recapitulation of arguments. He wished, however, that the House would provide against one inconvenience, which was, to prevent the district in Pennsylvania, chosen by Congress, from being deprived for a time of the benefit of the laws. This he apprehended would be the case, unless Congress made provision for the operation of the laws of Pennsylvania. in the act by which they accepted of the cession of that State, for the State relinquished the right of legislation from the moment that Congress accepted of the district. The propriety of this proposition, he observed, was so apparent, that he had not a doubt but the House would consent to it. He then moved the following proviso: "*And provided*, That nothing herein contained shall be construed to affect the operation of the laws of Pennsylvania, within the district ceded and accepted, until Congress shall otherwise provide by law."

Mr. Livermore objected to this motion, because he supposed there was no necessity for it.

The question was then taken, Does the House agree to the amendment? And was decided in the affirmative. The yeas and nays being demanded, and were as follows:

YEAS—Messrs. Ames, Cadwalader, Clymer, Fitzsimmons, Floyd, Foster, Gerry, Gilman, Goodhue, Grout, Hartley, Hathorn, Heister, Huntington, Lawrence, Leonard, Livermore, Muhlenberg, Partridge, Van Rensselaer, Schureman, Scott, Sherman, Sylvester, Sinnickson, Thatcher, Trumbull, Vining, Wadsworth, and Wynkoop—31.

NAYS—Messrs. Baldwin, Bland, Boudinot, Brown, Burke, Carroll, Coles, Contee, Gale, Griffin, Jackson, Lee, Madison, Matthews, Moore, Page, Parker, Seney, Smith of Maryland, Smith of South Carolina, Stone, Sumter, Tucker, and White—21.

From the Senate Journal it appears that on the 28th September a message from the House of Representatives brought up the bill for establishing a permanent seat of Government, and informed the Senate that the House had concurred in the amendments thereto, with the following amendment: "*And provided*, That nothing herein contained shall be construed to affect the operation of the laws of Pennsylvania within the district ceded and accepted, until Congress shall otherwise provide by law."

After some other business was attended to, a motion was made that the further consideration of the above bill be postponed to the next session of Congress; and it passed in the affirmative.

29th. Came to the hall. Saw Mr. Morris. I did not envy him his feelings. I determined not to say a word to him, save the salutation of good morning, which passed mutually between us. To praise his management was impossible. I could not sit in the Senate. Came out and reclined, as well as I could, in the little committee-room. Ellsworth came out in a little time. I asked him if the business was got through in Senate. He said yes. I then went to the Treasury, drew my pay, discharged my lodgings, took a place in the stage, and set off for Philadelphia.

The Senate was adjourned on the 26th September until the first Monday in January, 1790, then to meet at the city hall in New York.

Second session of the First Senate, January 6, 1790.

This day, at and after dinner, I thought uncommon pains were taken to draw from me some information as to the part I would act respecting the Federal residence. The whole world is a shell, and we tread on hollow ground every step. I repeatedly said, I have marked out no ground for myself. My object shall be the interest of Pennsylvania, subordinate to the good of the Union.

Mr. Wynkoop called in the evening. He was directly on the subject of the permanent residence. Susquehanna must never be thought of. He repeated this sentiment more than once. To have been silent would have implied consent to it. I said for my part I should think of Susquehanna, and I considered Mr. Morris's conduct in destroying the bill for that place as the greatest political misfortune that ever befell that State.

February 3. The Speaker and General Muhlenberg made a point of my going with them to dine with Mr. Fitzsimmons and Clymer. I would not go until they declared that they had authority to invite me. I went.

The company were Pennsylvanians. No discourse happened until after the bottle had circulated pretty freely. Mr. Scott joined us. He declared it was a vain to

think of any place but the *Potowmack*. Mr. Wynkoop declared the utmost readiness to go to the Potowmack. Mr. Fitzsimmons seemed to bark in for some time. Clymer declared, over and over, he was ready to go to the Potowmack.

After some time, I spoke most decidedly and plainly. I will not go to the Potowmack. If we once vote for the Potowmack the die is cast, Pennsylvania has lost it, and we never can return. I will bear with the inconveniences of New York much longer rather than do it. At one time, when they were regretting the influence of New York in keeping us here, I said, gentlemen, we once had it in our power to fix ourselves elsewhere. As the Scotchman said, in his prayers, we were left to the freedom of our own will, and a pretty hand we have made of it.

February 4. Mr. Morris threw a paper on the table before the Speaker. The Speaker took it up. Clymer muttered something. Fitzsimmons looked confused, and went away. I will know what this paper was. Mr. Morris said I am quite off with the Yorkers. I will have nothing more to do with them. I cannot penetrate the scheme of the Philadelphia junto as to the person they contemplate for governor. A man who will be their tool is the design; but they have not yet fixed on the particular object.

February 5. This morning at breakfast the Speaker told me what the paper was. The Yorkers had stipulated, under their hands, to go to the Susquehanna, and the Pennsylvania delegation, myself excepted (who, by the by, was the moving spring of the business), had agreed, under their hands, to stay two years in New York. This engagement of the Pennsylvanians had been in the hands of the Yorkers until now; that Mr. Morris had possessed himself of it, had crossed the names, and now showed it at the same time that he made the declaration against having anything to do with the Yorkers. Well might I say, "A pretty hand we made of it."

April 7. The business of the meeting was to consult about an adjournment to Philadelphia, and as the votes of Pennsylvania would determine for or against assumption, whether they could not be so managed as to effect that measure. I will only set down what I said on the matter as opinion, that to barter votes was unjustifiable; that the risk of losing votes was as great as the chance of gaining by making a bargain with the other side, for Philadelphia had friends on both sides; that the best way was to postpone the assumption and push the adjournment to Philadelphia, while both parties feared and both courted the Pennsylvania vote.

May 18. I labored hard to arrange our affairs for bringing on our question of removing to Philadelphia, and cannot help remarking that the Philadelphians seemed the slackest of any people concerned in the business. I appointed—warned, or I know not well what to call it—a meeting of the delegation at Clymer and Fitzsimmons's lodgings. Mr. Morris and the Speaker were all that met. The Philadelphians really threw cold water on the business. Mr. Morris twice proposed that it should be the new Congress that was to meet in March next that should assemble in Philadelphia. Once he got on the subject of Trenton. Here he and I rather clipped. I proposed that we should all be busy in the morning among the members. I engaged to call on Gunn, Langdon, and Bassett, and set them to work on others. The form of the resolution was agreed to, but it all seemed up hill, or like a cold drag, with the Philadelphians. I hope one day to be independent of them, but this is a matter I must consult them in now.

May 20. I could not attend at Clymer's this morning. I, however, saw the Speaker at the Hall. Some strange maneuvers have taken place. Jackson, of the President's family, has been with both Morris and Langdon. Morris is set right, and Dalton will agree with us; but new mischief has happened. Dr. Elmer has crossed to the Jerseys; Patterson is not yet come; Few and Gunn are both absent; so that two States are this day unrepresented. I offered to make the motion to remove to Philadelphia. Mr. Morris, however, now makes a point of doing it; but the thinness of the Senate seems a good reason for putting it off for this day. I cannot account for Jackson having meddled in this business, or his knowing anything of it, by any other means than through Buckley. However, we have got the errors of yesterday corrected. Mr. Morris was called out and came in with a most joyous countenance. "I was called out by Boudinot," said he, "to make proposals to me from the New England men, in favor of Trenton." I immediately told him you cannot possibly make any bargain by which you will not lose as much as you can gain. A bargain with the eastern people is to lose Maryland, Virginia, and all southward. A southern bargain will, on the contrary, lose all the eastern interest. We must be able to declare, upon honor, that we have no bargain.

He was a little hurt, and said, "Leave all that to me." No, sir; I will make no bargain; if it is but suspected that we have a bargain, we are ruined.

I was called out, and took that opportunity of calling out Mr. Fitzsimmons, and told him of Boudinot being in treaty with Mr. Morris, and begged him to counteract everything of this kind. He promised that he would.

May 24. I dressed, and went early to work. Called on R. H. Lee, of Virginia; on Walker; and Doctor Elmer. After Senate met, I reported the amendments on the

Baron Steuben bill. It was the opinion of the committee that he should have an annuity of $1,000. It lay, however, over for to-morrow. Some business came up from the Representatives.

And now Mr. Morris rose, and made the long expected motion in the following words: "*Resolved*, That Congress shall meet, and hold their next session, in the city of Philadelphia."

Langdon seconded the motion. A dead pause ensued.

Our President asked if we were ready for the question. General Schuyler got up, and hoped not, as it was a matter of great importance to move the seat of Government. He moved a postponement.

Mr. Morris said: If the gentleman will name to-morrow, he had no objection; and to-morrow was accordingly named for it. The House soon after adjourned, and now Izard, Butler, Doctor Johnson, Schuyler, and King flew about. The people they mostly attacked were Governor Johnston, Hawkins, and Gunn. I soon left them, and came home.

May 25. This day again I was engaged in the main business. Called on sundry of the members. The Yorkers are now busy in the scheme of bargaining with the Virginians, offering the permanent seat on the Potomac for the temporary one in New York. Butler is the chief agent in the business. Walker, a weak man, seemed taken off by it. Patterson, however, is not yet come.

But after this was done Mr. Morris called for his motion. If he really intended to lose it, he could not possibly have taken a more certain method. He (Mr. Morris) rose, laughing heartily every time he got up. King laughed at him, and he laughed back at King, and a number more joined in the laugh. This was truly ridiculous. Few, King, and Butler rose, and the amount of all they said was, that a removal was inconvenient—that Philadelphia was not central; if we once got into it we would be accommodated in such manner that we never could leave it, &c.

I replied that a removal was not called for immediately by the resolution—that the next session of Congress was to meet in Philadelphia—that although it was not central, it was more so than the place where we now were. The universal consent of the Provinces before we were States, and of the States since, was in favor of Philadelphia. This was verified by every public assembly which had been called, from the meeting of the first Congress down to the late meeting of the Cincinnati. The arguments drawn from the conveniences of Philadelphia, and the insinuations that if we were once there nobody would ever think of going away from it, I thought were reasons which should induce us to embrace this place, which would come so completely up to our wishes. I begged gentlemen, however, to be easy on that subject. Philadelphia was a place they never could get as a permanent residence. The Government neither would nor could part with it. It was nearly equal to one third of the State in wealth and population. It was the only port belonging to the State. It was excepted by the Government in her offers to the Congress.

In such a place, the deliberations of Congress on the subject of the permanent residence could be carried on to the greatest advantage, &c. I was up a second time, but to no purpose. A postponement was moved by Butler and seconded by Gunn. For the question of postponement, Strong, Dalton, Johnson, Ellsworth, King, Schuyler, *Patterson*, Hawkins, Johnston, Butler, Izard, Few, Gunn—thirteen. Ourside, Langdon, Wyngate, Elmer, Morris, Maclay, Reed, Bassett, Carroll, Henry, Lee, Walker—eleven.

May 27. Mr. Morris went off yesterday, in company with King, and I really thought there was too much levity in his conduct all through. I really suspected that he did not treat the matter with sufficient seriousness. This day he showed a violent disposition of anger; he would go anywhere; but insisted on withdrawing the motion. I could not readily agree with him as to the propriety of withdrawing the motion. * * * Butler rose, and said he gave notice that he would bring in a bill on Monday next to establish the permanent residence. Mr. Morris jumped up in haste, and moved for leave to withdraw his motion. Langdon agreed. There was some demur, but the question was carried.

May 28. This day we had expectations that the House of Representatives would have brought on the vote for adjournment to Philadelphia, but the day passed without anything being done. No debate of any consequence in Senate. I feel exceedingly indisposed.

Last night Fitzsimmons and Clymer called on me. They agreed to call on Goodhue, Gilman, Huntingdon, and some other of the New England men, and tell them calmly that the Pennsylvanians would not stay in New York. That if they, of New England, would persist in voting for New York, the Pennsylvanians would agree to any other place whatever, and from here they would go. Fitzsimmons and Clymer were appointed for this service. I readily agreed to join Mr. Morris in a similar service, with respect to the Senate.

Monday, May 31. Now Butler rose, and had a good deal to say on the merits of the permanent residence, and concluded with asking leave to bring in a bill for a permanent and temporary residence.

Lee made a long speech. I felt so much interested that I could not help rising. I observed that fixing the permanent residence to a future period would work no relief of present inconveniences; that the complaints were felt and well-founded as to the place in which we now were; that the gentleman had given notice, some days ago, that he would offer a bill for the permanent residence. He now added the temporary residence, &c. The end of the matter was, that he delivered in his bill. (Mr. Morris was absent at this time.)

June 1. I called early this morning on Fitzsimmons and Clymer. I told them that, all things considered, I thought it best in me to endeavor to postpone Butler's bill. They both approved of it.

I went to the Hall to observe the members as they came in. Langdon was there. He certainly manifested something which I thought singular in his manner. If I had not such strong proofs of him heretofore, I would have suspected him. He desired me to assure the two members of Massachusetts that there was no bargain with Virginians. I told him I would do anything he requested, and I did so.

The Senate met. The President was hasty enough to take up Butler's bill. Butler absolutely spoke against taking it up at all, as he said he was afraid of a difference arising between the two Houses.

The word agreed, agreed, was heard from different parts of the House. I really felt happy.

A message was read from the President, and some other trifling business done. There was some small talk and communications, which I did not mind. But all at once the President began to read the bill. I wished much for somebody else to begin an opposition, and was determined to throw myself along with them, let them mold the attack as they would. Mr. Reed spoke against proceeding on the bill, but made no motion. Butler got up and moved that the bill should be committed. Gunn seconded. Mr. Carroll said there could be no use in committing it.

I said the honorable gentleman had set out with declaring that he wished to avoid any difference with the other House. None of us could affect ignorance of what had passed in the House of Representatives yesterday. A vote had passed for the meeting of the next session at Philadelphia. That we might every moment expect our door to be opened for the receipt of such a communication. For us, therefore, to adopt a different mode of treating the same subject would have the appearance of courting a difference, &c.

Butler got up in reply, and said every insulting thing in his power. I had concluded that I thought it best that the bill should lie on the table until the resolution came up, and that they should be considered at the same time. This took place, after a great deal of talk. It was remarkable that the resolution came up just as Butler began to rail at me. The Senate adjourned early, and soon after in came Mr. Morris covered with sweat and dust.

June 2. I went early this morning to meet our delegation, and to inculcate this doctrine on our Representatives: That in all cases we should be prepared for the worst, and that we should now think of the next step to be taken in case of the worst happening in our House. That a conduct of this kind would keep the matter alive—keep (the) party collected and in spirits. They admitted the principle, but seemed at a loss for the means. I hinted the propriety of bringing forward a resolution naming the day of adjournment and the time of meeting. Fitzsimmons and Morris (all that were present) seemed to carp at it. However, I told them I only urge you to think of and provide your next step. A hint was dropped that I had better be at the Hall. I readily agreed, and went there. I could see, as the members came in, that we had nothing to expect from North Carolina, South Carolina, Georgia, nor Massachusetts.

The Senate met, and waited and waited for Mr. Morris. I never wished for him more in my life. I saw now that Butler's bill would be committed, and I wished to arrange something of a ticket for the committee. Several of the Senate asked why I did not send for him. I went out and desired the doorkeeper to go for him. Mather answered: I have sent for him long ago. It was past twelve before he came, and now we went at the business.

I could remark something of a partiality in Adams at the setting out. The first question for commitment of Mr. Butler's bill. It was moved to postpone this, and take up the resolution for holding the next session in Philadelphia. Senate divided, twelve and twelve. J. Adams gave it against postponement. Now, on the commitment, twelve and twelve, J. Adams gave it for it. This division was by States, on both these questions, or at least they divided so. We had New Hampshire, Jersey, Pennsylvania, Delaware, Maryland, Virginia. The others against us. Now it was that I regreted Mr. Morris's absence. Had he been here in time I could have settled with him who should have been the committee. Now we could communicate only with our friends on one side of the House. The committee rather unfavorable—Butler, Dalton, Lee, Johnston, Henry.

Now it was moved to refer the resolution (from the House) to the same committee. The Senate divided equally, but Dalton was against it and Patterson for it. As they sat next each other, I believe this was settled between them, and shows that Patterson is not to be depended on.

June 3. Attended at the usual time at the Hall. I determined to behave, in personal deportment, as nearly as I possibly could to my former habits, and I believe I effected it. Of this, however, I could not judge as well as perhaps others. Mr. Morris came the last of any of the members this day, but nothing remarkably so—much earlier than yesterday. I got into chat with him, and, after some time, remarked how unfortunate we had been yesterday in not pre-arranging a ticket for the committee. I said his absence had been unlucky, but could not now be helped. He said his accounts had engaged him so closely he could not come. I thought this stranger then ever, that he should stay away on no other excuse than his daily business. Wyngate, Elmer, almost the whole Senate, have taken notice of it. How can I avoid observing it, for I have smarted under it.

The committee on the bill for the permanent residence, and the resolution sent up from the Representatives, were called on to report, and Butler, their chairman, did so. He read the report, which was a sleeveless thing, for the Potomac to be the permanent residence; but alleged the ground was too narrow to fix the temporary residence. Many desultory things were said, and all went off until to-morrow.

This was Pennsylvania mess-day. . . . . We agreed to send for all the Senators who were friends of moving to Philadelphia. Eleven attended—Virginia, Maryland, Delaware, Pennsylvania; Dr. Elmer, from New Jersey; and New Hampshire. Much desultory discourse was held. Virginia and Maryland manifested a predilection for the Potomac; but the final resolutions, in which Virginia led the way, were as follows: That as the business of a permanent residence was brought forward by our enemies evidently with a design of dividing us, we would uniformly vote against every plan named for the permanent residence.

The Virginians and Marylanders declared they would vote against the Potomac. Mr. Morris declared he would vote against Germantown and the Falls of Delaware. The Susquehanna was not publicly named, but of course implied; for Mr. Morris, in enumerating the places to be voted against, named Potomac, Germantown, Falls of Trenton. The line of proceeding for to-morrow was agreed to. Mr. Lee to move, and Langdon to second, the postponement of the permanent seat, in order to take up the resolution for the next session being held in Philadelphia. If all was lost, let it go down to the House of Representatives, for them to originate new measures on it.

Tuesday, June 8. How shall I describe this day of confusion in the Senate.

Mr. Lee laid on the table a report of some additional rules relative to the intercourse between the two Houses. After this, he moved that the bill for the permanent residence of Congress shall be postponed, to take up the resolution of the Representatives for adjourning to Philadelphia.

Now it was that Izard flamed, and Butler bounced, and both seemed to rage with madness. Mr. Lee's motion was in writing, and they moved a postponement of it. The division was eleven and eleven, and the President gave it against postponement. Now all was hurry and confusion. Izard and Butler actually went and brought Governor Johnson, with his night-cap on, out of bed, and a bed with him. The bed was deposited in the committee-room. Johnson was brought in a sedan. Few was well enough to come without being carried, and we waited half an hour. The vote was taken. We had our eleven, and they had thirteen against the resolution. I thought all was over now; but no such thing, they must carry their conquest further.

In the meanwhile, a mob and noise was about the Hall as if it had been a fish market. The postponed bill, and the report of the committee on it, was called for. The report was read. The first clause of the report was a resolution that the permanent residence should be now fixed. The question was taken on it, and it was negatived. This threw them all in the dumps. The report was, however, lost.

But now they would have the bill. They accordingly had it, for they had the most votes; and, although the Senate had decided by a most unequivocal vote that the permanent residence should not be taken into consideration, yet they moved to fill the blank with the Potomac. This was lost—fifteen and nine.

Much desultory discourse was now engaged in, and many motions were made of postponement of the bill. Some of them actually carried, and yet they still made new motions for the blank to be filled. Baltimore was named. This was lost—seventeen to seven. Wilmington was named. It had only three or four. A motion was made to adjourn. The first was lost. A motion was even made to pass the first clause of the bill with a blank, notwithstanding the absurdity of it, even in the face of a vote that this was an improper time to fix the permanent residence. All, in fact, was confusion and irregularity. A second vote of adjournment was called for, and carried. So ended the uproar of the day. John Adams has neither judgment, firmness of mind, nor respectability of deportment, to fill the chair of such an assembly.

Gunn had scolded out a good deal of stuff—were (we) forever to be plagued with a removal, &c. This I thought deserved some answer.

I went over all the disadvantages of New York contrasted with Philadelphia, and concluded that such inconveniences would always produce such complaints and uneasiness, and could not be removed but by taking away the cause. I was listened to, but made no converts. I was good while up, as I went largely into the business, but I took the same ground which I had before traveled over, the notes of which I sent to Dr. Rush.

Just before I rose, I asked Mr. Morris for the estimate of removing Congress from Trenton, which he had promised to procure. Had nothing of it. I really communicated this matter to him to enable him to make some figure in the debate, and, if possible, to bind him to me by this kind of confidential communication. But I have another proof that all advances on my part are in vain. I walked this evening with Mr. Wynkoop. Fell in company with several of the Representatives. Exhorted them all, as much as I possibly could, to unanimity and firmness, and did not fail to recommend to steady perseverance under the assurance that we would be successful.

June 11. Just as we adjourned, Butler wished Carroll joy of a vote being carried in the Representative Chamber for the temporary residence to be in Baltimore.

There was some kind of entertainment, to which I heard Fitzsimmons, a few days ago, inviting the Speaker. I thought he took him to the door to do it. The Speaker asked me to go with him. I declined it, as well I might. After the Speaker came home, I asked him what he had heard Mr. Morris say of the Baltimore vote. He had not made up his mind. I can find he is now scheming, and will not vote for Baltimore.

I have had a spell of fishing, of which I was the subject, to know whether I would not oppose the Baltimore vote. I saw, clearly, the person was set on to do it, and will report to his employers, L. L. I, in all probability, am come to the point that will be seized, to turn the whole city of Philadelphia against me, but I trust no taint of dishonor will ever stain my conduct. As to consequences, I care not.

June 12. In the evening came Wynkoop, hey-day, all wrong to go to Baltimore, &c., &c., full charged with the permanent seat, &c., &c. I know he had not this of himself. I, however, delivered myself with firmness on the subject; recapitulated the conduct of the Yorkers, &c.; showed him (as I thought) that to concur with the Baltimore vote was politically right. He found he could make no impression. It was nearly dark as he went away. I followed to the door. He took the way of Queen street, and the Speaker, who was with me, said he is going to Fitzsimmons.

Monday, 14. I left home early and called on the assistant of the Treasury, on McCord's affair. He would not let me tell my business, so keen was he on the subject of proposing a bargain to me. Pennsylvania to have the permanent residence on the Susquehanna, and her delegation to vote for the assumption.

I constrained my indignation at this proposal with much difficulty within the bounds of decency, and the more so as I knew that however it might be with him, Hamilton, the principal in this business, was not sincere. I gave him such looks and answers as put an end to this business. I then got my errand settled. Went to Mr. Jefferson's office, on Mr. Bailey's affair. Arranged his affair, and went down Broad street. Here I met Mr. Lee. Spoke a few words with him, and passed on to the lodgings of Mr. Carroll. My only business with him was to forewarn him that an objection would be made to Baltimore that there were no public buildings, and that he should be prepared on this subject.

From here I went to Mr. Morris's lodgings. I found him somewhat engaged, but the moment he disposed of a small matter of business he dismissed his clerk—told me he was just going to look for me, and was fortunate in my coming in; said he had much to say, but some part of it must be on the most entire confidence; that on Friday, Jackson, of the President's family, in whom he said he could not have confidence, had been at Clymer and Fitzsimmons' lodgings; that Coxe, of the Treasury, had been there; that their business was to negotiate a bargain—the permanent residence in Pennsylvania for her votes for the assumption, or, at least, as many votes as would do the needful. The burden of their business seemed to be to open the conference with Mr. Hamilton on this subject. Mr. Morris continued: I did not choose to trust them, but wrote a note to Colonel Hamilton that I would be walking early in the morning on the battery, and if Colonel Hamilton had anything to propose to him he might meet him there as if by accident. I went in the morning there and found him on the sod before me. Mr. Hamilton said he wanted one vote in the Senate and five votes in the House of Representatives. That he was willing and would agree to place the permanent residence of Congress at Germantown or Falls of Delaware, if he would procure him these votes.

Mr. Morris owned that he complied on his part so far as that he agreed to consult some of the Pennsylvania delegation (I abruptly said you need not consult me), but proposed that the temporary residence of Congress in Philadelphia should be the price. They parted upon this, but were to communicate on the subject again.

Mr. Morris and Fitzsimmons made a party out of town, and took Mr. Reed with them yesterday, as the man whose vote they would engage. (Let me here recollect the application made to me on Saturday night by Mr. Wynkoop. I now know that he was trying me on that subject, and the Speaker was not much out when he said Wynkoop was gone to Fitzsimmons. He should have added, and Morris'.)

Mr. Reed's answer was what Mr. Morris called polite: Gentlemen, I am disposed to facilitate your wishes.

But now, this morning, says Mr. Morris, I have received a note from Colonel Hamilton that he cannot think of négotiating about the temporary residence. That his friends will not hear of it. Mr. Morris added: I know he has been able to manage the destination of the Baltimore vote without me, but I cannot yet tell how. I sent for Mr. Reed. He says they have accounts that the Senators from Rhode Island are appointed, and expected every moment. But Mr. Morris added: I think he has some other assurances. I now parted with Mr. Morris, and joined the committee on the funding bill.

The Senate were formed some time before we joined them, and, after some of the routine business of the day was done, and the Baltimore resolution handed in, it was called for. Schuyler moved it should be postponed a fortnight. Governor Johnson, of North Carolina, seconded him.

Ellsworth got up. Said this matter mixed itself with all our affairs. There was a secret understanding—a bargaining—that run through all our proceedings, and, therefore, it ought to be postponed.

I retorted his secret understanding, bargaining, &c., on himself. As he knew there were such things, he knew where they arose, and, if they mixed with and polluted our proceedings, it was time to put an end to them, which could only be done by deciding the matter, &c. The question was put, and it was the old eleven and thirteen.

This was mess-day. I did not join the company until about five o'clock, and stayed until after eight. But, oh, such noise and nonsense. Fitzsimmons railed out at one time against Pennsylvania interferences about the assumption of the State debts. Had it not been for these, the funding system would have been completed months ago. He had received letters that stones would be thrown at him in the streets of Philadelphia if he were there, &c.

June 15. We finished our observations on the funding bill, and reported. The whole day was spent in debate on it. I have so often expressed my sentiments respecting the subject of this bill, that I need not set any of them down here. I was not often up. I took, at one time, some pains to explain the nature of and indents, but no question was taken on any point. All was postponed.

Dr. Elmer told me, as I left the Hall, that he had something to impart to me. Mr. Morris, however, called me aside and told me that he had a communication from Mr. Jefferson of a disposition of having the temporary residence fifteen years in Philadelphia and the permanent residence at Georgetown, on the Potomac, and that he, Mr. Morris, had called a meeting of the delegation at six o'clock this evening at our lodging on the business. I was really unwell, and had to lie down the most of the afternoon. The delegation met at six. I was called out. However, when I came in what passed was repeated to me. Hamilton proposed to give the permanent residence to Pennsylvania, at Germantown, or the Falls of Delaware, on condition of their voting for the assumption. In fact it was the confidential story of yesterday all over again. Mr. Morris also repeated Mr. Jefferson's story, but I certainly had misunderstood Mr. Morris at the Hall, for Jefferson vouched for nothing.

I have seen no prospect of fixing the permanent residence of Congress in the proper place at the present session; and whenever it is gone into, will be involved in much difficulty. I have, therefore, declared uniformly against everything of the kind; but to continue the temporary residence here under the promise of the permanent residence being in any part of Pennsylvania, I considered as madness. It was giving them time to fortify and entrench themselves with such systematic arrangements that we never should get away while the law acted as a tie on us, and bound us hand and foot, but gave them all the power and all the opportunity of fixing us permanently in this place. I would rather be under no obligation, and keep up an unremitted effort to get away, which I had no doubt would be crowned with success.

I know not whether what I said was the reason of it, but these sentiments seemed to be adopted. As to the bargain proposed by Hamilton, I spoke of it with detestation. Mr. Morris now proposed that a paper should be drawn up, with reasons of our conduct, that they might not be able to brand us with any neglect of the interests of Pennsylvania; and a committee for this purpose was appointed—Mr. Morris, Mr. Fitzsimmons, Mr Hartley.

June 16. I called early this morning at Colonel Hartley's lodgings, in order to give him a sketch of what I thought might be well enough for us to sign. He was gone, but I fell in with him at the Hall, and delivered it to him.

June 18. This evening, Mr. Morris and Fitzsimmons called on us. Hamilton has been with them again. Never had a man a greater propensity for bargaining than Mr. Morris. Hamilton knows this, and is laboring to make a tool of him. He affects to tell Mr. Morris that the New England men will bargain to fix the permanent seat at the Potomac or at Baltimore. Mr. Fitzsimmons counted all the members who it was likely would vote for such a measure, and the conclusion was that no such measure could be carried by them.

June 23. Mr. Morris was called often out. He at last came in, and whispered me: The business is settled at last. Hamilton gives up the temporary residence. I wrote on a slip of paper, (as we could not converse freely:) If Hamilton has his hand in the residence now, he will have his foot in it before the end of the session.

I afterwards told Mr. Morris that this seeming willingness of Hamilton proceeded from his knowledge that the North Carolina Senators and Colonel Gunn could not be restrained from voting for Baltimore, and that the present proposal and bill (for a bill was showed to me by Mr. Morris) were meant to divert the southern members from Baltimore, and they would finally destroy the bill.

I got Henry, of Maryland, into the audience-room, and gave him a detail of what was going on, and made the same reflections on it to him. I saw he believed the North Carolina men would vote for Baltimore. I find there is a ferment among them, and good may come of it.

There is a jockeying and bargaining going on, respecting which I am not consulted, and which I hear of only by the by. The temporary residence in Philadelphia for fifteen years, and the permanent residence on the Potomac. A solemn engagement has been entered into by eleven Senators to push the temporary residence only. On this ground, we of Pennsylvania are perfectly safe, and our interest is to keep this contract alive. If we go from this, the temporary residence may remain in New York and the permanent residence to the Potomac. It is a species of robbery to deprive Pennsylvania of the residence. How can a delegate reconcile himself to such a vote unless he confide in future contingency to repair his errors, which is neither safe nor honorable.

June 24. This was a day of small business in the Senate. The report on a bill for remitting fines to one Twining was rejected, and the bill confirmed.

Though little business was done in the Senate, yet I ought never to forget this day.

In the Senate Chamber, Mr. Walker told me that the Pennsylvania delegation had, in a general meeting, agreed to place the permanent residence on the Potomac and the temporary residence to remain ten years in Philadelphia. I answered, I know nothing of any such agreement. No truth was ever better founded. He said Scott had come from the meeting to him. He seemed willing I should take a lead in the business. I heard nothing further on the business.

Dr. Elmer and I called on Mr. Morris, and here, for the first time, I heard him declare he was satisfied with ten years. He did not say much to me, but the moment I came home the Speaker attacked me. Here, you have been doing fine things—you have broke the bargain, &c.

I denied that I had broke any bargain—that I never knew of any bargain for ten years being made. Did not General Muhlenburg speak to you? Yes; on Monday last he bid me tell Mr. Morris that he thought Mathews could not make them agree to more than ten years. I forgot to mention it to him then, but mentioned it to him afterwards. He said if we agree to ten, they would propose seven, &c., and declared himself against listening to any such proposals. We, however, met in the evening. Bassett and Reed, of the Delaware State, came with Mr. Morris. Doctor Elmer came some time after. I now did the most foolish thing I ever did in my life. I declared that I considered the permanent residence as a matter that ought to belong to Pennsylvania, in whatever point of view it was considered, geographically or politically. That to deprive her of it was, in my opinion, a species of robbery; but since we came there to consult the public good, I was willing to be governed by republican principles, and would stand by the vote of the majority on this point, as a house divided against itself could not stand.

Mr. Morris now said that my arguments were too late. I should have made these objections when the contract was made for fifteen years' residence at Philadelphia. I very freely declared I never entered into any such contract. Morris, Fitzsimmons, and the Speaker declared that I did, and the Speaker reminded me that a committee was appointed. I agreed that a committee was appointed, but it was to draw up our reasons for rejecting Hamilton's proposals; and that I understood them so would be evident from my sentiments which I had committed to paper at the time, and which were now in the hands of Colonel Hartley. They all three persisted in the charge. Hartley, however, had spirit enough to say there was no such contract. This seemed to cool them a little. But, after some time, Scott came in. The matter was repeated to him. He declared there was no number of years mentioned at all as any bargain, and, of course, no contract. This made them look a little blue.

I must note that I read the sketch which I gave to Hartley to the Speaker, and that he approved of it; and I expressly mentioned, both to him and Col. Hartley, that all we did respected only what was past.

But now the Speaker put the question, Shall we vote for a bill giving the temporary residence ten years to Philadelphia and the permanent residence to the Potomac? They all said yes but myself. I said no; but unluckily am bound by my foolish declaration. Good God, deliver me this once. Fate, familiar as her garter, ended the difficulty. But the tale is long, and I had better begin the business of the day on the next page.

Friday, 25, 1790. A day of excessive rain. I went to the Hall in the Speaker's carriage, at an early hour, to attend the committee on the post-office business. I found Mr. Carroll there. We had much loose talk. He told me his plan, which was to take Butler's bill—amended so that the residence should be ten years in Philadelphia, at the end of which the permanent residence should be on the Potomac.

Mr. Carroll now rose, and was seconded by Lee. Izard, Few, King, on one side; Carroll and Lee on the other. Butler bounced between both, but declared for the bill, and he would be for it. The motion was to take up the bill.

The President, from the chair, said: There has been a motion for postponement. I do not know whether it has been seconded. No such thing had happened, but the hint was soon after taken.

All now was consternation and commotion. Out ran King, Schuyler, Izard and sundry of the eastern gentry, and in were ushered the Senators from Rhode Island.

And now the hinted-for postponement was called for of the bill, which, in fact, had not been taken up. But the new members, just sworn and seated, did not get up. Signs and motions were ineffectual; they kept their seats; and the bill, of course, was taken up, or, in parliamentary style, not postponed.

Izard begged leave to explain; or, in other words, to tell the new come gentlemen that they ought to have voted for the postponement.

Mr. Adams, without any ceremony, put the same question over again. King got on one side and Ellsworth on the other, of the new members, and up they got them. Butler, too, after all his declarations, voted for the postponement. It was thirteen and thirteen, and Mr. Adams voted the postponement; and thus the business of the day was got over without much difficulty so far, or at least the knotty parts of it, and thus my neck got out of the noose. Adjourned until Monday.

Monday, June 28. Met at ten on the post-office committee, but such running and caballing of the Senators, nothing could be done.

Now the Baltimore vote was read. Carroll and Lee moved to postpone it. It was postponed.

Carroll now moved to read some representations from Baltimore and Georgetown. This was complied with. Carroll surprised me by taking me out and requesting me to move the insertion of Baltimore for the permanent residence. Said he wished it to be put and negatived. This had a crooked aspect. I declined it. Izard, however, moved this very thing, and Walker told me it was expected that he would do it.

I called for the amendment that had been proposed on Friday, but Carroll got up and wished the vote on Baltimore. It was negatived.

Carroll now got up with the amendments. He surprised me with his slowness. We wrangled on till near three o'clock, calling yeas and nays on almost every question—but for these, *vide* the minutes.

When we came to the blank for the place of the temporary residence—and, by the by, there was no blank in the amendment which Carroll read on Friday, but he now suffered Adams to proceed on the original bill. He evidently waited, and paused until Izard moved to fill the blank with New York.

Now we had the warmest debates of the day. Mr. Morris took no part whatever. Langdon and myself were the warmest. The question was put at 3 o'clock, and carried for New York—thirteen to twelve. Colonel Gunn has been absent all this day—designedly, it is supposed.

June 29. And now the residence bill was taken up.

The joy of the Yorkers made them cry out for an adjournment when they had filled one of the blanks. Now the other one was to be filled, with the time of the temporary residence. It was carried for ten years, and Carroll voted for it—thirteen to twelve. But now the question was taken on the clause, and the whole was negatived—sixteen to nine.

Now Izard and the adherents of New York showed visible perturbation and bounced at a strange rate. I looked at Carroll, and got him now to rise with his clause, ten years for Philadelphia. Why he kept it back so long explains itself.

Schuyler and King offered to amend it by dividing the time—five years to each place. Long debates here. The question was lost, thirteen to thirteen, Vice-President against.

They now moved Baltimore. Lost it—ten to sixteen.

Butler now moved to stay two years in New York. Thirteen to thirteen. President against.

The question put on the clause. Thirteen to thirteen. President against it. So the clause was lost.

The question was now put, Shall the bill pass to a third reading? The noes certainly had it, but the House did not divide, and an adjournment obtained before anything more was finished.

June 30. When I came to the hall, Doctor Elmer told me that Carroll & Co. were using every endeavor to pass the bill to a third reading without anything of the temporary residence. Here we certainly had every right to leave them; yet Walker said they would drop Philadelphia if we would not go with them. I am fully satisfied that they have had an under plot on hand all this time with the Yorkers.

Carroll, finding the bill could not be carried to a third reading, moved a reconsideration of the Philadelphia clause. But he was out of order, not having been of the majority.

I passed the word to get Butler to move, as he had been of that side. He did so, after talking almost half an hour. It was reconsidered and adopted, fourteen to twelve, Butler changing his ground.

Before we could get a question on the paragraph, they moved the question of five years in New York and five in Philadelphia. Lost, twelve and fourteen. Then to stay two years in New York. This Butler joined them in, and the House stood thirteen and thirteen. The President gave us a long speech on the orderly, decent behavior of the citizens of New York, especially in the gallery of the other House. Said no people in the world could behave better. I really thought he meant this lavish praise as an indirect censure on the city of Philadelphia, for the papers have teemed with censorious charges of their rudeness to the members of public bodies. Be that, however, as it may, he declared he would go to Philadelphia without staying a single hour, and gave us his vote. I think it was well he did not know all; for had he given this vote the other way, the whole was lost. The question on the passage was carried, fourteen to twelve.

Mr. Langdon now moved a reconsideration to strike out the loan of the $100,000. A long debate ensued. It was evident his vote would turn it. This I mentioned to Walker. We told them, however, that we were with them. But they did what good policy directed. They gave the matter up, and the appropriation was struck out. The question on the bill passing to a third reading was now taken. Carried—fourteen to twelve.

I am fully convinced Pennsylvania could do no better. The matter could not be longer delayed. It is, in fact, the interest of the President of the United States that pushes the Potomac. He, by means of Jefferson, Madison, Carroll, and others urges the business, and if we had not closed with these terms a bargain would have been made for the temporary residence in New York. They have offered to support the Potomac for three years' temporary residence (in New York, I presume), and I am very apprehensive they would have succeeded if it had not been for the Pennsylvania threats that were thrown out of stopping all business if an attempt was made to rob them of both temporary and permanent residence.

And now came the residence. Ellsworth moved that the extent on the Potomac should be thirty miles above and thirty below Hancocktown. Lost. Second motion: To insert the first Monday in May instead of the first Monday in December for removal. The yeas and nays equal, and now John Adams gave us one of his pretty speeches. He mentioned many of the arguments for removal, and concluded that justice, policy, and even necessity, called for it.

Now, King took up his lamentations. He sobbed, wiped his eyes, and scolded, and railed, and accused, first, everybody, and then nobody, of bargaining, contracting, arrangements, and engagements that would dissolve the Union.

He was called on sharply. He begged pardon, &c., and railed again.

Butler replied in a long, unmeaning talk. Repeated that he was sure the honorable gentleman did not mean him, and yet if there really was any person there to whom King's mysterious hints would apply, Butler's strange conduct marked him as the most proper object for them. Talk followed talk. It was evident they meant to spend the day. Doctor Johnson cried "Adjourn." "Question, question," re-echoed from different quarters of the House. Few begged leave to move an amendment. It was to restore the appropriation clause. It was lost, and at last we got the question on transmitting the bill to the Representatives. Yeas, fourteen; nays, twelve.

As I came from the chamber, King gave me a look. I replied, "*King's lamentations.*" "That won't do," said he. When we were down stairs he turned to me, said, "Let us now go and receive the congratulations of the city for what we have done." I had heard so much and so many allusions to the hospitality, &c., I thought it no bad time to give both him and them a wipe: "King, for a session of near six months I have passed the threshold of no citizen of New York; I have no wish to commence ac-

quaintance now." He uttered some ejaculation and went off. In truth, I never was in so inhospitable a place. The above declaration I thought it not amiss to make, that they may know that I am not insensible of their rudeness; and, further, that I am quite clear of any obligations to them.

July 2. Wyngate told me this day of a violent breach having happened between King and the Massachusetts men. They would not vote for the Potomac, as King wished them to do. Had they joined the Connecticut and York votes, we would have obtained the temporary residence on much worse terms. This is a still further proof of what I knew before—that there was an under plot and a negotiation still open between the Potomac and New York.

The Speaker told me this day that the assumption would pass. I heard him with grief, and trust I may yet disbelieve him. He dined with the President yesterday.

July 3. General Irwin called early on me this morning. It was to tell me that King and Lawrence had been asserting, with great confidence, that we had bargained to give the assumption for the residence, &c.; that I was to go away, and Carroll to vote direct for it, &c.; that a very great hubbub was raised among the southern gentlemen, &c.

I could only tell him that it was false; and much, indeed, as I wished to see my family, that now home I would not go; that I would stay, and he was at liberty to say so. I called on Williamson as I went to the Hall, and on Hawkins, and told them so. When I came in the Speaker told me that the York malevolence was showing itself in curious caricatures, in ridicule of the Pennsylvanians, &c.

July 10. Being Saturday, the Senate did not meet, but I went to the Hall by a kind of instinct created by custom; something like a stage coach, which always performs its tour, whether full or empty. I met King and Langdon here. We spent an hour or two in very familiar chat. Nothing worth noting, unless it was the declaration of King, that a bargain was certainly made on the subject of the residence, to obtain at least one vote in the room of his, as it was mostly likely he would vote against the assumption, if the residence went to Philadelphia. I was astonished at King's owning this, which, in fact, amounted to this: that he had engaged his vote for the assumption, if the residence stayed in New York.

July 15. The business of the Senate was soon done this day. The President took up the funding bill without any call for it.

Mr. Morris appeared in high good humor; asked me if anybody had taken me aside to communicate anything to me. I told him no. But it was easy to observe that something was going on. He said there was, but did not tell me what it was, nor did I affect to know. I saw Carroll writing a ticket with a number of names on it, and, and put it by. In the meanwhile up rose Ellsworth, and moved that both the funding bill and the resolutions for the assumption should be referred to a committee. He was seconded soon. Lee rose; said, we know no good could come from a commitment.

Mr. Morris rose; said he was for the commitment; that they might be made in one view, and the rate of interest fixed at 6 per cent. I rose; said I knew of but two ends generally proposed by commitment. The one was to gain information; the other to arrange principles agreed on. The first was out of the question; the second only could be the object; but what was the materials to be arranged? A bill originated in the other House, and resolves on the assumption, which had originated in this. I knew the opinion of many of the Representatives was opposed to our power of originating anything relating to the subjects of the public debts. Taking two so dissimilar objects together, more especially if our powers were called in question, was the way to lose both. Gentlemen hoped much good from this measure. I wished they might not be disappointed; but I was not certain of anything but delay, which, in our present circumstances, I considered as an evil, &c.

The President, who was, to appearance, in the secret, seemed impatient until I had done; and putting the question, it was carried. The * * * were all the 6 per cent. men, and all the assumption men. They carried the committee, all of their own number. This done, the Senate adjourned.

Henry came and sat beside me a good while. He told me that Carroll wrote his ticket with the seven names (that being the number of the committee) before any business whatever was done. This I had observed in part myself. We did not need this demonstration to prove that the whole business was prearranged; nor can any person be now at a loss to discover that all the three subjects—residence, assumption, and funds equivalent to 6 per cent.—were all bargained and contracted for on the principles of mutual accommodation for private interest. The President of the United States has (in my opinion) had great influence in this business.

Mr. Maclay intimates that the plan acted on was to give to either New York or Philadelphia the temporary residence for the *permanent* residence on the Potomac; and that he found, by demonstration, that this was the case; and that York (New

York) would have accepted of the temporary residence if we had not. "But," he adds, "I did not then see so clearly that the abominations of the funding system and the assumption were so intimately connected with it."

July 16, 1790. Senate had not been formed but a few minutes when a message from the President of the United States was announced. It was Lear; and the signature of the President to the residence bill was the communication.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1788.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 5, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 10353.]

The Committee on Military Affairs, to whom were referred the bills (S. 3011 and H. R. 10353) for the relief of Andrew J. Edgerly, have duly considered the same, and submit the following report:

These bills are identical in language. Your committee applied to the Secretary of War for information, and received the following communications:

WAR DEPARTMENT,
Washington City, January 15, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, inclosing Senate bill 3011, to provide for amendment of the record in the case of Andrew J. Edgerly, late first lieutenant, Fourth New Hampshire Volunteers, so as to grant him an honorable discharge, and requesting a full statement of his military service.

In reply I beg to invite attention to the inclosed copy of a report of the 14th instant, and its accompanying papers, from the Adjutant-General on House bill 10353, which is similar in terms to the present bill. It is believed that the inclosed papers will afford the information desired.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. F. M. COCKRELL,
Of Committee on Military Affairs, United States Senate.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, January 14, 1887.

SIR: I have the honor to return herewith a letter of Hon. E. S. Bragg, chairman Committee on Military Affairs, House of Representatives, dated the 4th instant, inclosing a bill (H. R. 10353, Forty-ninth Congress, second session,) for the relief of Andrew J. Edgerly, late first lieutenant, Fourth New Hampshire Infantry Volunteers, and requesting a full military history of that officer, and to report as follows:

The records of this office show that Andrew J. Edgerly was mustered in as second lieutenant, Company E, Fourth New Hampshire Infantry Volunteers, September 18, 1861, to serve three years.

On roll for January and February, 1862, he is reported first lieutenant, promoted January 12, 1862, and assigned to Company E, same regiment, February 13, 1862, but there is no individual muster-in roll of him as of that grade on file.

September 9, 1862, he was detailed for recruiting service in New Hampshire, and was continued thereon until March 5, 1863, upon which date he was ordered to break up his rendezvous at Manchester and proceed to the general depot at Concord, N. H. Yet it appears he remained at Manchester as late as March 10, 1863.

He was dismissed the service March 13, 1863, upon a statement of Hon. E. H. Rol-

lins, of New Hampshire, by Special Orders No. 119, of that date, from this office; copy of statement and extract copy of order hereto appended.

In reply to an application of Mr. Edgerly, submitted to the Department by Hon. E. W. Farr, M. C., the latter was informed, by letter of the Secretary of War dated December 19, 1879, that, "the dismissal having been for a long time in effect, it is not now within the province of the Executive to grant an honorable discharge."

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

CONCORD, N. H., *March* 11, 1863.

DEAR SIR: We are saved as by fire, all of us. Lieut. A. J. Edgerly, Fourth Regiment, New Hampshire Volunteers, now on recruiting service at Manchester, was very busy all day yesterday circulating "copperhead" tickets, and doing all in his power to promote the success of the rebel cause in this State, to the utter neglect of his legitimate and proper duties. I do not think the cause of the Union would suffer if he was ordered to his regiment at once.

Col. M. T. Donohue, Tenth Regiment, New Hampshire Volunteers, has no doubt extended his furlough and without cause. He has no excuse; is at Manchester. An attempt was made in that city to defeat me by fraudulent votes.

Yours, with much respect,

E. H. ROLLINS.

Hon. E. M. STANTON.

SPECIAL ORDERS, No. 119. } WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE, *Washington, March* 13, 1863.

[Extract.]

* * * * * * *

34. By direction of the President, the following officers are hereby dismissed the service of the United States:

* * * * * * *

Lieutenant A. J. Edgerly, Fourth New Hampshire Volunteers, for circulating copperhead tickets, and doing all in his power to promote the success of the rebel cause in his State.

* * * * * * *

By order of the Secretary of War.

L. THOMAS, *Adjutant-General.*

In the House the bill H. R. 10353 was favorably reported and passed, and in the report is the following:

The offense for which he was dismissed, it will be seen, was purely a political one; *i. e.*, supporting the Democratic ticket in New Hampshire, where he happened to be on recruiting service.

No such result was asked for, and it is to be presumed was expected, by Mr. Rollins, who simply asks that he be ordered to rejoin his regiment. It is true the letter alleges that he was acting in "utter neglect of his legitimate and proper duties;' but at this late day we can look back and see exactly what that meant, and laugh at the idea that the support of a Democratic candidate for Congress in New Hampshire was aiding the rebel cause in New Hampshire, without seriously impairing one's reputation.

The extreme ideas that then obtained, that every man who did not surrender his political faith at the direction of a candidate of the dominant party was an enemy to his country and sought its destruction, have happily passed away, and with them ought also to pass away all the stains imposed upon individuals as the result thereof.

And for these reasons your committee have recommended the bill to the favorable consideration of the House.

Your committee report back Senate bill 3011 to be indefinitely postponed, and recommend the passage of House bill 10353.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1789.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 5, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 1986.]

The Committee on Pensions, to whom was referred the bill (S. 1986) granting pensions to William Knight and others, have considered the same, and report:

The principal facts relating to the claim of William Knight and others were set forth in detail in a favorable report of the House Committee on Invalid Pensions on House bill 4444 during the Forty-seventh Congress, and also in reports of this committee (Senate Report No. 712, Forty-seventh Congress, first session, and Senate Report No. 361, Forty-eighth Congress, first session), as follows:

The petitioners seeking to be benefited by this bill are known in history as the "Mitchel Raiders." In the early part of April, 1862, General O. M. Mitchel had advanced his column as far south as Shelbyville, Tenn. On the west the battle of Shiloh had just determined in favor of the Union arms. At the east McClellan, with his army of the Potomac, was at Yorktown, threatening an advance upon Richmond. Against these two armies of the West and East the South had concentrated their strength. General Mitchel saw then, as a bloody history so fully demonstrated subsequently, the vital importance of seizing and holding Chattanooga as a strategic point on the great railroad line between the east and the west, which connected the main armies of the rebellion. The capture of Chattanooga, at that crisis of the war, involved also the possession of East Tennessee, and a probable uprising of a strong loyal element there. The Mitchel Raiders were a body of twenty-one men, under command of one J. J. Andrews, selected by General Mitchel to undertake the desperate enterprise of penetrating nearly two hundred miles south into the heart of the enemy's territory, and endeavoring to destroy the wooden bridges on the railroad between Chattanooga and Atlanta. This, Mitchel hoped, would cut off the advance of troops from the south, while he moved down his army and captured Chattanooga. Judge-Advocate-General Joseph Holt did not exaggerate when he said of this expedition that "in the daring of its conception it had the wildness of romance, while in the overwhelming results which it sought to accomplish it was absolutely sublime."

The account of the raid, following, is borrowed from another writer, and is correct, according to the evidence of participants:

"The soldiers of this forlorn hope, dressed in citizen's clothes and representing themselves as good secessionists, set out on foot through the enemy's country by twos and threes, and, after many adventures, came together at Marietta, a point on the railroad a little north of Atlanta. The plan was to take passage on some north-bound train, and, at an opportune moment, overpower the guard, seize the engine, and drive onward with all speed, burning bridges and tearing up tracks as they went, and leaving a trail of flame and destruction behind them; to dash clean through Chattanooga, and meet Mitchel as he advanced along the Memphis road. It was early in the morning of April 12, when these adventurous travelers, with tickets for different points to

avert suspicion, boarded the train, and finally seated themselves in the same car. At broad daylight the conductor called out, 'Big Shanty; twenty minutes for breakfast,' and at once passengers, engineer, and trainmen all poured into the long eating-room, leaving the engine unguarded, although it was within the lines of a rebel encampment.

"The little band sauntered forward, each falling into his appointed place, when in a twinkling, on a signal given, the passenger coaches were uncoupled, an engineer and fireman of the party sprang into the cab, the valve was pulled open, and the engine, tender, and three cars moved off as the remaining adventurers leaped into the open doors of one of the box cars. A few minutes placed the exulting party beyond what seemed to be the danger of any successful pursuit, for there was no telegraph at Big Shanty, and no other engine at hand. But it was one day too late. General Mitchel had advanced to Huntsville, and his approach was so threatening that all the rolling stock about Chattanooga had been ordered south, and the delay caused by meeting these unscheduled trains was fatal. Andrews, representing himself as a Confederate officer of high rank, who had impressed the train for the purpose of running powder through to Beauregard at Corinth, excited no suspicion. But while he was losing precious minutes in waiting for the extra trains and moving them off the track, the conductor at Big Shanty left his coffee and began the pursuit on foot until he reached a hand-car, and soon after, in a swift locomotive, which, by rare good fortune, had come down to the road, on a private track from large iron works, just in the nick of time. Before the raiders found opportunity for any serious work their pursuers were upon them. A desperate chase ensued, until finally, after a run of nearly 100 miles, the captured locomotive, now jaded and shattered, was abandoned, and the captors scattered to the shelter of thick woods."

The whole party was captured after enduring the sufferings incident to fruitless efforts to escape their pursuit. It is unpleasant to recall the history of the treatment to which these prisoners were subjected. They were denounced as spies. They were chained together by twos by the neck, marched through the streets of Chattanooga amid the angry jeers of an infuriated crowd, and thrust into a kind of dungeon. This apartment was thirteen feet square, and of about the same depth. Twenty-one men were confined here for nearly three weeks. Scanty provision was furnished and no sufficient means afforded for the removal of excrement. If we may credit the statements of survivors of the party, which are as given above, the horrors of this confinement were beyond description. When relieved from the dark and noisome hole their condition was pitiable, and for hours they were blinded by the light of day. Andrews, the leader, was hung as a spy. The party was removed then to Atlanta, where seven more were tried, convicted, and hanged as spies. One Jacob Parrott was whipped, one hundred lashes being inflicted on his back. For six months some of the survivors, and for eleven months others of them, were in constant apprehension of the same death by hanging as their comrades had suffered. It were better that the story of the sufferings and indignities inflicted on these heroic soldiers were left unrecited, as they were incredibly terrible, as told by the survivors.

In considering this case the committee think it very clear that this raid was a military expedition. Judges Baxter and Temple, who, it appears, acted as attorneys to defend the men who were hanged, have lately written that they considered that they clearly showed before the court-martial that the expedition was a military one under authority and command of General Mitchel, and that the men were not spies. It is evident that the Confederate Government so regarded the matter, as the further trial of the survivors was stopped after the execution of Andrews and seven of the party. These soldiers, therefore, who undertook and with marvelous energy essayed the task imposed by their commander, suffered an outrage in being treated as spies and worse, which justifies their appeal for consideration.

* * * * * * *

A careful examination of the testimony has satisfied the committee that disabilities were contracted by all the survivors for which they should receive pensions. Most of them are already, as shown above, receiving pensions under the general law, while others have applications pending, which, in our belief, should be granted.

It is unnecessary to dwell upon the details of the extraordinary enterprise in which these men engaged, the dangers they incurred, the sufferings they endured, their coolness, gallantry, fidelity, devotion, and patriotism, or upon its immense importance to the Union cause had it been successful. It is sufficient to say that these men dared and endured everything, and that failure was not their fault.

The parties embraced in the accompanying bill were members of the so-called "Mitchel Raiders," but, by an oversight, were omitted from the act granting increase of pension to Wilson W. Brown and others (Private No. 230, approved July 7, 1884). This bill extends the provisions of the act to William Knight, Jacob Parrott, William Reddick, and John Whollam, who are believed to be the only other living participants in the above raid, and who are equally entitled to the relief granted by said act.

We recommend the passage of the bill as amended.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1790.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 7, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Public Lands, submitted the following

REPORT:

[To accompany bill S. 871.]

The Committee on Public Lands, to whom was referred the bill (S. 871) for the forfeiture of the land granted to the State of Florida for the construction of certain lines of railroad in that State, having considered the same, report as follows:

In view of the objections to the bill set forth in the annexed communication from the Commissioner of the General Land Office, your committee report it back to the Senate adversely and recommend its indefinite postponement.

DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE,
Washington, D. C., March 31, 1886.

SIR: I am in receipt by Departmental reference of the 24th instant, requesting an early report of my views on Senate bill 871, of a letter from Hon. P. B. Plumb, of the 18th instant, transmitting said bill for further report thereon, additional to report of the 16th instant.

The bill, by its title, purports to be "A bill for the forfeiture of the land granted to the State of Florida for the construction of certain lines of railroad in that State."

The grants affected by the bill are presumed to be those made by the act of May 17, 1856 (11 Stat., 15).

The first section declares in terms an absolute forfeiture of all lands granted by said act, none of the roads provided for having been constructed as entire roads within the time specified in the act. A proviso to this section allows indemnity selections to be made from the forfeited lands in lieu of lands earned by construction before the expiration of said time, and which could not, before that period, be found along the completed portions of the road.

The proviso suggests a doubt as to the extent of the forfeiture declared in the enacting clause, since it would not be consistent to suppose that Congress intended to declare the forfeiture of lands within granted limits along portions of road constructed prior to the expiration of the grant and at the same time to allow indemnity elsewhere for lands excepted out of the grant.

The more serious objection to the first section is that it increases the original grant by providing indemnity to a greater extent than allowed by the original act.

I. By the terms of the original act indemnity is allowed only for lands sold or to which pre-emption rights attached prior to definite location. Indemnity is not allowed for lands reserved at date of grant or otherwise granted, or where from the intervention of lakes and rivers or otherwise there was no land in place or less than full technical sections within the specified odd sections granted. Under the proviso to the first section of the proposed act it would be claimed, and perhaps justly, that indemnity to the full amount of the nominal quantity of lands supposed to be embraced in the specified number of sections should be allowed. This would be giving

indemnity for lands included in private land grants or claims, for swamp lands previously granted to the State, for lands granted for other railroads, and for lands that did not exist. It is especially provided in the granting act "that any and all lands heretofore reserved to the United States by any act of Congress, or in any other manner by competent authority, for the purpose of aiding in any object of internal improvement or for any other purpose whatever, be, and the same are hereby, reserved to the United States from the operation of this act except as to right of way."

The proposed act makes a new and additional grant of indemnity lands in place of reserved lands which were thus expressly excepted "from the operation" of the original grant.

The amount of land in odd-numbered sections on the line of the Florida Railroad between Fernandina and Waldo, which was not granted to the State by the act of 1856 by reason of prior and contemporary grants and reservations, and otherwise, for which indemnity was not given, is estimated at about 150,000 acres. The proposed act, therefore, makes a new grant to that amount for so much of that road. Probably an equal amount is in the same manner made the subject of an additional grant by this bill for that portion of the Pensacola and Georgia road that was constructed within the time prescribed for the completion of the whole line.

2. The indemnity provided by the bill is to be taken from lands along the portions of road unconstructed at date of the expiration of the grants, where, if indemnity had been allowed for prior grants, reservations, &c., there would be no right under the original act to supply such deficiencies arising along the constructed portions of the road. For example, whatever indemnity right might have existed along the branch line of the Florida Railroad to Cedar Keys must have been satisfied on that line, if at all, and could not be taken under the original act along the Tampa Bay portion of the line, but the proposed bill allows this to be done.

The inconsistency of increasing a grant that is proposed to be forfeited is apparent. If there is reason for declaring a forfeiture of the grant for failure of construction, there would seem to be no reason for enlarging the amount to be retained beyond the amount heretofore granted for the constructed portions of the roads.

The second section of the bill opens forfeited lands to private cash entry and to homestead entry without residence. It is provided that a person entering said land under the homestead laws, or purchasing the same for cash, shall make oath that he intends the land for actual settlement and improvement, and that if he fails to enter upon and improve the same in twelve months from the time of making said entry the land shall be subject to forfeiture, and the money paid for the same shall be returned to the entryman.

A person can easily make oath as to his intention without danger of incurring the penalties of perjury. Besides, it is to be observed that he is not required to swear to an intention to use the land for his own settlement and improvement. Again, nothing in the nature of residence is required. He has merely to "enter upon and improve the same" in twelve months. A visit to the land is "entering upon it," and the slightest act is an "improvement." If he steps upon the land once and digs a hole in the ground, or cuts a bush, he has complied with the law, and receives title to the land upon payment of homestead fees and commissions, or, as the case may be, the minimum price of the land. If he fails to make even that ostensible "entry and improvement" within twelve months and his entry should be contested or set aside he gets back the money he has paid. So he runs no risk of loss of money or of prosecution.

The bill, to the extent of the application of the second section, overthrows the principle of the homestead laws by allowing homestead entries to be made in the manner thus provided, and gives away the lands without conditions of inhabitancy and permanent improvement.

The third section amends the general homestead laws by limiting the period of residence and improvement to three years instead of five years, as now provided, thus increasing the liability of fraudulent entries and facilitating the acquisition of lands for speculative purposes, and in large quantities by corporations and associations.

The fourth section further modifies the general homestead laws, waives the conditions upon which the entries were made, and eliminates the requirement of residence upon lands heretofore entered under those laws by allowing the purchase of the land at $1.25 per acre, whether the parties making the entries have resided on the land or not.

The evils which have followed the act of June 15, 1880, are well known to the Senate committee. I inclose herewith a copy of a letter from Senator Plumb upon this subject, which was referred by you to this office some time since. The pending bill magnifies the evils complained of in Senator Plumb's letter. It would amount to a legislative condonement of illegal and fraudulent entries *en masse*, and utterly destroy all the limitations and safeguards of the homestead laws.

The fifth section gives purchasers from the railroad companies title to the lands so purchased by them, and provides for the institution of suits at the expense of the United States for the recovery, for their benefit, of the pur[illegible] money paid, with in-

terest and damages, the United States to retain $1.25 per acre out of the amount so recovered.

This section makes the United States responsible to purchasers from railroad companies in violation of the principles of law, which require vendees to look to their vendors for indemnification for failure of title.

Purchasers from railroad companies are not innocent purchasers. They purchase with notice of the liability of failure of title, and have neither legal nor equitable claim against the United States. If they are actual settlers on the land, they are protected as such, by general laws, in event of an enforcement of the forfeiture of the grants. To go further than this is, in my opinion, to go beyond the requirements of justice to individuals and beyond the bounds of fidelity to public interests.

The sixth section is based upon the same erroneous principle, and is open to the same objections as the fifth section, and is equally unnecessary for any good purpose. If town-sites have been established upon lands to which the railroad title fails, the inhabitants can make town-site entries under the public town-site laws, and neither speculative purchasers from the railroad companies nor any other persons can take their lands or municipal improvements from them.

It is my opinion that Senate bill No. 871, being faulty in the several respects mentioned, should not, in its present form, receive favorable consideration, but that a forfeiture of the grants mentioned in the bill ought to be declared, and I respectfully suggest that a simple declaration of such forfeiture is all that is necessary to that end.

Senator Plumb's letter and accompanying papers herewith returned.

Very respectfully,

WM. A. J. SPARKS,
Commissioner.

Hon. L. Q. C. LAMAR,
Secretary of the Interior.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1791.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10795.]

The Committee on Pensions, to whom was referred the bill (H. R. 10795) granting a pension to Elenor C. Ransom, have examined the same, and report:

The House report, which your committee adopt, fully and correctly states the facts, and we therefore recommend the passage of the bill.

A brief *résumé* of the services rendered by the applicant discloses the facts in the case to be as hereinafter stated; that is to say:

Mrs. Elenor C. Ransom resided in Moore's Hill, Ind., where she had been living for some thirty years previous to the breaking out of the war. In the fall of 1862 she offered her services as a nurse in the United States Army, in response to a call made by Governor Morton for such help.

She left her home and reported to Indianapolis, where she was accepted as a nurse, and in February, 1863, she received orders to report to Memphis, Tenn., which she, in company with other nurses, did. She was assigned to the Gayoso Hospital, which was occupied by sick soldiers of our Army. She remained in said hospital for some three or four months, and was then ordered to report to the Jackson New Hospital, in Memphis. She remained in this hospital until the latter part of August, 1863, when she was taken ill, and returned to her home in Indiana. She remained very ill until some time in September or October, when she returned to Memphis, Tenn., and was assigned to Adams Hospital, Dr. Keynon in charge, where she remained taking care of sick and wounded soldiers, as nurse, until August, 1864.

About this time her daughter Abbie was taken very ill and died, when Mrs. Ransom returned home, where she remained on leave for about six weeks. She returned again to Memphis and resumed her place in Adams Hospital, where she remained, performing the duties as nurse, until she was ordered to New Orleans to look after the sick and wounded soldiers in our Army. She arrived in New Orleans in November, 1864, and reported to the medical director at that city, who assigned her as a nurse and aid to the surgeon of the ship North America, which was then being used as an hospital ship, transferring sick and wounded soldiers from New Orleans to New York.

She continued on board this ship in active service, administering to the wants of the men as nurse, until the 22d of December, 1864, when the ship sprung a leak and went down, carrying with it one hundred and ninety-four soldiers of our Army, who were sick. At this disaster she lost all that she had, except the clothing upon her person at the time, and barely escaped with her life. She was transferred to the ship Mary E. Libby, a sailing vessel, which ship took her until meeting a vessel called the Arago, to which she was transferred and taken to New York City. Dr. McClintock, who was in charge of the sick on board the ship which sank, sent her to the Sanitary Commission headquarters in that city. After remaining a short time in New York she was ordered back to Memphis, Tenn., and reported to the Adams Hospital, where she remained until relieved from duty in the Army, in March, 1865.

While she was at Memphis her health was so impaired by the arduous duties and exposures, together with the accident at sea, that she was unable to longer perform the duties of a nurse, and in fact her health had been so shattered that she was hardly able to take care of herself.

She performed service from the spring of 1863 to 1865, as nurse, &c., in the United States Army, administering to the wants of our soldiers, caring for the sick and dying, attending to the wounded and suffering, and having, during that time, been exposed to the disaster at sea mentioned above, wherein all her worldly possessions were lost, and her health greatly impaired. The applicant in this case is now seventy-one years of age and in needy circumstances. The annexed statement from the office of the Surgeon-General of the Army corroborates the account of service in so far as the records of that Department are complete in such matters.

WAR DEPARTMENT, SURGEON-GENERAL'S OFFICE,
Washington, D. C., January 24, 1887.

SIR: Acknowledging the receipt of your request for a report of the service of Mrs. E. C. Ransom as nurse in hospital during the late war, for use of House Committee on Invalid Pensions, I have the honor to say that the weekly reports of Gayoso General Hospital, Memphis, Tenn., on file at this office, show Mrs. E. C. Ransom, female nurse, to have been on duty at that hospital from February 17 (first report on file), 1863, to May 6, 1863; and the muster-rolls of Adams General Hospital, same place, show her to have been commissioned nurse September 25, 1863, attached to hospital September 25, 1863, and continued on duty there until January 9, 1864, when she was informed by letter from Dr. J. G. Keenon, surgeon United States Volunteers, in charge of hospital, that, in accordance with instructions from the War Department, she was relieved from duty in that hospital, to take effect January 1, 1864. An examination of all records likely to afford information has failed to show any additional evidence of service in this case. The records of steamship North America, of ship Mary E. Libby, and of hospital steamer Arago are not on file at this office.

Very respectfully, your obedient servant,

JNO. MOORE,
Surgeon-General, United States Army.

Hon. E. N. MORRILL,
Committee on Invalid Pensions, House of Representatives.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1792.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Post-Offices and Post-Roads, submitted the following

REPORT:

[To accompany bill H. R. 6312.]

The Committee on Post-Offices and Post-Roads, to whom was referred House bill 6312, for the relief of James M. Grigsby, having considered the same, report back the bill and adopt House report, which is as follows:

Said Grigsby was postmaster at Montague, Tex.; that on the 26th of October, 1883, said postmaster transmitted $25, money-order funds, to the postmaster at Sherman, Tex., in registered package No. 46. The depnty postmaster testifies under oath that he placed the money in the registered package, properly sealed and directed to the postmaster at Sherman, Tex., and placed the same in the mail pouch, locked it, and delivered to the mail-carrier on the route. These facts are testified to by another witness, who swears the same was done in his presence.

The postmasters at Saint Joe and Marysville, the next two offices on the route, swear that the package No. 46 passed through their offices in good condition. The postmaster at Gainesville swears that the package was not received at that office, and further certifies that the United States mail was robbed on the evening of the 26th of October, 1883, between Marysville and Gainesville. The postmaster at Sherman certifies that the registered package No. 46 and funds were not received at his office.

The postmaster at Montague swears that at the time of his next weekly statement after the robbery he notified the Superintendent of the Money-Order Bureau of the Post-Office Department of the loss, and asked a credit for the same. He gave the Department no further notice.

The funds in this case were properly transmitted, and that the United States mail was robbed is abundantly sustained by the evidence, and the claim would have been allowed under the act of March 17, 1882, if the postmaster had notified the Postmaster-General within three months after the loss; but, instead, the postmaster notified the Superintendent of Money-Order Offices at the Department at his next weekly statement, which was in time, but directed it to the wrong authority.

Although the sum is small, in view of all the facts, we believe the claimant should be relieved.

Therefore the committee recommend the passage of the bill.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1793.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6952.]

The Committee on Pensions, to whom was referred the bill (H. R. 6952) granting a pension to Charles Riddle, have examined the same, and report, recommending the passage of the bill.

The House report, which we adopt, is a correct statement of the facts a shown by the evidence in the case.

Milton Riddle enlisted as a private in Company G, Eighteenth Regiment Kentucky Volunteers, November 18, 1861, and was killed in action August 30, 1862; he was never married; he left his father, Charles Riddle, surviving him; his mother died before his enlistment.

Charles Riddle filed claim for pension as dependent father May 24, 1880, which was rejected, on the ground that the father was not dependent on his son for support at time of enlistment.

The proof is abundant and plain.

Milton Riddle was sixteen years old when he enlisted. He had, up to the time of enlistment, lived with and labored for his father, he being the eldest son.

Charles Riddle was, at the time of his son's enlistment, afflicted with piles, from which he has been a continual sufferer.

His family consisted of two daughters, aged eighteen and eight years, respectively, and three sons, viz: soldier, aged sixteen years, and two others, aged twelve and ten years, respectively. One of his daughters lost one of her eyes soon after the war; one of his sons was paralyzed, and one of his sons lost an arm.

The father owned a farm of about 50 acres, worth about $600, and from which his income was about $40 or $50 per annum, and he owned a very small amount of personal property, and depended on his labor for the support of himself and family.

He has married three times since the death of his son, concerning which fact the special examiner in his report makes the following observation:

"My candid opinion is that the only thing in which he ever manifested any energy was in marrying."

The proof shows that prior to his second marriage he was compelled to procure homes for his children, he being unable to provide for them, and that after his second marriage his children returned home and his wife aided in their support.

The marriages of claimant were all honorable, and your committee believe were proper and expedient, and we regard the attempted reflection of the special examiner as in very bad taste and an evidence of bad faith.

He acquired no property of any consequence by any of his marriages, and is now and has been ever since his son's enlistment in poor health and very poor.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1794

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6027.]

The Committee on Pensions, to whom was referred the bill (H. R. 6027) granting a pension to William McFadden, have examined the same, and report:

The facts are clearly and sufficiently stated in the appended House report, which your committee adopt, and recommend the passage of the bill.

Claimant enlisted in Company F, Ninth Kentucky Cavalry, August 4, 1862, and discharged September 11, 1863.

Claimant applied for pension based upon injury to left leg at Perryville, Ky., October 8, 1862, by his horse falling on him.

Claim rejected on the ground that varicose veins of the left leg developed since the war, and have no necessary or provable connection with the injury of 1862.

The origin of the alleged injury is shown by the testimony of James J. Howksby and Lieut. L. A. Black. Mr. Howksby testifies that he helped claimant up, pulled a splinter out of his leg, and dressed the injury. His leg bled profusely. Lieutenant Black says he saw claimant's leg two to four days after the injury originated. Claimant left the company because he was lame and not able to do duty. When claimant came out of the service his leg was badly swollen, looked purple, and had large knots on it.

Mr. Sibby Boyle testifies that when claimant was discharged he came to affiant's house and remained about one year. Affiant examined his leg, on which the veins were knotted, and says:

"About a week or two weeks before his discharge he was at my house, and had a tub of water in which to bathe his legs, when he told me how the injury originated. He walked lame.

"Have seen his leg many times when he bathed it."

In the opinion of your committee the claim is meritorious, and they recommend the passage of the bill.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1795.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10473.]

The Committee on Pensions, to whom was referred the bill (*H. R.* 10473) *granting a pension to William Reddick, have examined the same, and report:*

The House report, herewith appended, is a full and correct statement of the facts in the case, and your committee adopt the same, and recommend the passage of the bill.

William Reddick was a corporal in Company B, Thirty-third Regiment, Ohio Volunteers, and was one of the so-called Mitchel Raiders, whose hazardous service, valiant exploits, and inhuman treatment are fully detailed in Senate Report No. 361 of the Forty-eighth Congress, hereto attached.

The Forty-eighth Congress passed an act placing these so-called Mitchel Raiders, mentioning each one by name, on the pension-roll at $24 per month, which was approved July 7, 1884, and is also appended hereto. William Reddick's name was in some way omitted from this bill, evidently an oversight, as in the whole history of the case his name appeared as one of the leaders and principal men in the party. And your committee believe it was the intention at the time to pension him with the others.

If it was right to pension all the other members of this band, it is certainly wrong to discriminate against William Reddick.

The principal facts relating to the claim of Wilson W. Brown and others were set forth in detail in a favorable report of the House Committee on Invalid Pensions on House bill 4444, during the Forty-seventh Congress, and also in a report of this committee (Senate Report No. 722, Forty-seventh Congress, first session), as follows:

"The petitioners seeking to be benefited by this bill are known in history as the 'Mitchel Raiders.' In the early part of April, 1862, General O. M. Mitchel had advanced his column as far south as Shelbyville, Tenn. On the west the battle of Shiloh had just determined in favor of the Union arms. At the east McClellan, with his Army of the Potomac, was at Yorktown, threatening an advance upon Richmond. Against these two armies of the West and the East the South had concentrated their strength. General Mitchel saw then, as a bloody history so fully demonstrated subsequently, the vital importance of seizing and holding Chattanooga as a strategic point on the great railroad line between the east and the west, which connected the main armies of the rebellion. The capture of Chattanooga, at that crisis of the war, involved also the possession of East Tennessee and a probable uprising of a strong loyal element there. The Mitchel Raiders were a body of twenty-one men, under command of one J. J. Andrews, selected by General Mitchel to undertake the desperate enterprise of penetrating nearly 200 miles south into the heart of the enemy's territory, and endeavoring to destroy the wooden bridges on the railroad between

Chattanooga and Atlanta. This, Mitchel hoped, would cut off the advance of troops from the South while he moved down his army and captured Chattanooga. Judge-Advocate-General Joseph Holt did not exaggerate when he said of this expedition that 'in the daring of its conception it had the wildness of romance, while in the overwhelming results which it sought to accomplish it was absolutely sublime.' The account of the raid following is borrowed from another writer, and is correct, according to the evidence of participants:

"'The soldiers of this forlorn hope, dressed in citizen's clothes and representing themselves as good secessionists, set out on foot through the enemy's country by twos and threes, and, after many adventures, came together at Marietta, a point on the railroad a little north of Atlanta. The plan was to take passage on some north-bound train, and, at an opportune moment, overpower the guard, seize the engine, and drive onward with all speed, burning bridges and tearing up tracks as they went, and leaving a trail of flame and destruction behind them; to dash clean through Chattanooga, and meet Mitchel as he advanced along the Memphis road. It was early in the morning of April 12 when these adventurous travelers, with tickets for different points to avert suspicion, boarded the train, and finally seated themselves in the same car. At broad daylight the conductor called out, "Big Shanty; twenty minutes for breakfast," and at once passengers, engineer, and trainmen all poured into the long eating-room, leaving the engine unguarded, although it was within the lines of a rebel encampment.

"'The little band sauntered forward, each falling into his appointed place, when in a twinkling, on a signal given, the passenger coaches were uncoupled, an engineer and fireman of the party sprang into the cab, the valve was pulled open, and the engine, tender, and three cars moved off as the remaining adventurers leaped into the open doors of one of the box cars. A few minutes placed the exulting party beyond what seemed to be the danger of any successful pursuit, for there was no telegraph at Big Shanty, and no other engine at hand. But it was one day too late. General Mitchel had advanced to Huntsville, and his approach was so threatening that all the rolling stock about Chattanooga had been ordered south, and the delay caused by meeting these unscheduled trains was fatal. Andrews, representing himself as a Confederate officer of high rank, who had impressed the train for the purpose of running powder through to Beauregard at Corinth, excited no suspicion. But while he was losing precious minutes in waiting for the extra trains and moving them off the track, the conductor at Big Shanty left his coffee and began the pursuit on foot until he reached a hand-car, and soon after, in a swift locomotive, which, by rare good fortune, had come down to the road on a private track from large iron-works just in the nick of time. Before the raiders found opportunity for any serious work their pursuers were upon them. A desperate chase ensued, until finally, after a run of nearly 100 miles, the captured locomotive, now jaded and shattered, was abandoned, and the captors scattered to the shelter of thick woods.'

"The whole party was captured after enduring the sufferings incident to fruitless efforts to escape their pursuit. It is unpleasant to recall the history of the treatment to which these prisoners were subjected. They were denounced as spies. They were chained together by twos by the neck, marched through the streets of Chattanooga amid the angry jeers of an infuriated crowd, and thrust into a kind of dungeon. This apartment was 13 feet square and of about the same depth. Twenty-one men were confined here for nearly three weeks. Scanty provision was furnished, and no sufficient means afforded for the removal of excrement. If we may credit the statements of survivors of the party, which are as given above, the horrors of this confinement were beyond description. When released from the dark and noisome hole their condition was pitiable, and for hours they were blinded by the light of day. Andrews, the leader, was hung as a spy. The party was removed then to Atlanta, where seven more were tried, convicted, and hanged as spies. One Jacob Parrot was whipped, one hundred lashes being inflicted on his back. For six months some of the survivors, and for eleven months others of them, were in constant apprehension of the same death by hanging as their comrades had suffered. It were better that the story of the sufferings and indignities inflicted on these heroic soldiers were left unrecited, as they were incredibly terrible, as told by the survivors.

"In considering this case the committee think it very clear that this raid was a military expedition. Judges Baxter and Temple, who, it appears, acted as attorneys to defend the men who were hanged, have lately written that they considered that they clearly showed before the court-martial that the expedition was a military one, under authority and command of General Mitchel, and that the men were not spies. It is evident that the Confederate Government so regarded the matter, as the further trial of the survivors was stopped after the execution of Andrews and seven of the party. These soldiers, therefore, who undertook and with marvelous energy essayed the task imposed by their commander, suffered an outrage in being treated as spies, and worse, which justifies their appeal for consideration."

f the persons referred to in the present bill have presented claims to the Pen-
ıreau, and their present condition is as follows:

Name.	Pension.	Remarks.
W. Brown	Pensioned at $16	Claim for increase pending.
Porter	Receives no pension	Claim for pension pending.
Bensinger	Pensioned at $4	Claim for increase pending,
Wilson	do	
Pittenger	Pensioned at $24	
. Hawkins	Pensioned at $8	Claim for increase pending.
.. Dorsey	Pensioned at $12	
Mason	Receives no pension	Claim for pension pending.
lavens (widow)	Pensioned at $8*	

*And $2 for each of three children.

eful examination of the testimony has satisfied the committee that disabilities
ıntracted by all the survivors, for which they should receive pensions. Most
ı are already, as shown above, receiving pensions under the general law, while
ıave applications pending, which, in our belief, should be granted.
ınnecessary to dwell upon the details of the extraordinary enterprise in which
ıen engaged, the dangers they incurred, the sufferings they endured, their
s, gallantry, fidelity, devotion, and patriotism, or upon its immense impor-
ɔ the Union cause had it been successful. It is sufficient to say that these men
nd endured everything, and that failure was not their fault.
ɔcommend the passage of the bill with the following amendment:
t in line 4, after the word "twenty," the word "four," so as to read "at the
twenty-four dollars per month."
committee also recommend the addition of the following as an additional sec-
the bill:
. 2. This act shall not be construed to diminish the pension now being paid
ıf the persons therein named, nor to deprive them of any increase to which
w are entitled or hereafter may be entitled."

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NGRESS, } SENATE. { REPORT
sion. } { No. 1796.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

HELL, of Pennsylvania, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 2998.]

mittee on Pensions, to whom was referred the bill (H. R. 2998) g a pension to Henry Mericle, have examinkd the same, and re-

cts in this case are set forth in the accompanying report of the mmittee. We recommend the passage of the bill.

mant enlisted in Company D, Sixth Regiment New York Heavy Artillery, r 3, 1864, and was discharged July 11, 1865. He filed his application for anuary 25, 1877, and was rejected July 16, 1878, on the ground "that no alleged disability and inability to furnish medical evidence showing that dis- which pension is claimed existed in the service or at the date of discharge." from the papers on file that the soldier claimed that at Bermuda Hundred nuary 1, 1865, he was attacked with typhoid fever and chronic diarrhea; ever settled in his left leg; that the soldier was first treated for the disease and diarrhea at Point of Rocks; that after his discharge he was treated by ll, who was his family physician up to his death in April, 1876, and that the does not know the whereabouts of his officers, and was therefore unable to heir testimony. That it appears by the testimony of Isaac F. Van Gower, a of the same company with the soldier, and the testimony of William P. of Company G, in the same regiment, that the soldier was sick with typhoid 'oint of Rocks; that they visited him in hospital at that place while he was hat after his discharge in the summer of 1865 they visited him at his resi- found him suffering from chronic diarrhea and swelling of the left leg, and uently seen him since, and he continuously has been a sufferer from the t it appears further by the testimony of the witnesses Lynch and Perry disabilities continued from the date of the soldier's discharge to the time ng of his application. It also appears from the testimony of Perry and d the testimony of J. Kirk and C. Starkweather, acquainted with said sol- he was a sound and healthy man at the time of his said enlistment.

r appears from the records of the Surgeon-General's Office that the soldier ted to field hospital, Bermuda Hundred, January 2, 1865, with intermittent lebility, and transferred January 28, 1865; that he entered Point of Rocks Army of the James, January 28, 1865, with debility, disposition not given; tered Balfour General Hospital, Portsmouth, Va., March 3, 1865, with ty- r, and was transferred June 26, 1865; that he entered general hospital, Y., June 29, 1865, convalescent, and was sent to mustering office July 13,

The examining surgeon of Pension Office in his certificate of May 27, 1878, says of the soldier as follows:

"The calf of the left leg is swollen and quite hard. The veins are enlarged from the calf to the ankles resulting from typhoid fever in January, 1865, as he alleges. The pain in his leg seems to follow along the anterior tibial nerve to the foot, disabling him from walking or working much. I regard his diarrhea to indicate indigestion and not chronic diarrhea."

The committee is informed by Mr. Millard, a member of the House, who introduced the bill, that the physical condition of the claimant remains unchanged except as he may have grown worse, and is a poor man.

ɔNGRESS, } SENATE. { REPORT
ssion. } { No. 1797.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

ɔHELL, of Pennsylvania, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8485.]

mittee on Pensions, to whom was referred the bill (H. R. 8485) a pension to Isaac Askie, have examined the same, and report:

cts in this case are set forth in the report of the House comereto annexed. We recommend the passage of the bill.

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imant enlisted as a private in Company C, Thirty-seventh United States roops, on the 6th day of January, 1864, and was discharged February 11, . claim for a pension May 7, 1883, for rheumatism contracted at Deep Bottom, after three days' hard fighting; claim rejected on the ground of no record ity to establish origin or continuance of disability by satisfactory proof.

t alleges that he was a sound, healthy man at the time of his enlistment, 1864, and that at the date of his discharge, February 11, 1867, he was suffer- heumatic pains, and was under treatment of regimental surgeon, contracted ottom, Virginia, after three days' hard fighting, which prevented him from g arduous duty; that he was sent to Point of Rocks Hospital, but, owing to d condition, there was no room. . He was sent to General Butler's head- o the hospital, and there being no room there he was sent back to his com- re he remained sick from said rheumatism three weeks. He was also with utler at his attack on Fort Fisher; also with General Terry on his attack isher, after which he suffered with rheumatism to such an extent that he o Chapin's farm, and afterward rejoined his regiment at North East, N. C., e has suffered from rheumatism more or less ever since, and is at present a rer from said rheumatism.

t's statements are corroborated by comrades Lawrence and Jackson B. bert Bryant, and Wanton Jones, also by Andrew J. Marshal, quartermas- t of said Thirty-seventh United States Colored Troops. Said Marshal tes- he became acquainted with claimant some time in January, 1864, by reason imant being under his charge at times on duty; that from the time of his intance with soldier on his enlistment he was a stout, healthy soldier, per- s duty like a man, and continued so until after the three days' fighting at ison and New Market Heights, when he complained of pains in his knees, , and shoulder, and that he was unable to do any duty; that soldier at- go with his regiment to Fair Oaks, Virginia, but became so disabled on was placed in the wagon and brought back to Fort Harrison and placed regimental surgeon in camp; that he was afterwards placed on light duty, was able to perform any duty; he sometimes acted as a cook; that after p Bottom the regiment was obliged to remain for some time in the water en being in the intrenchment.

Claimant states that immediately after his discharge he was treated by one Dr. Reid, who is now dead; that he has since been treated by Dr. Bates, of New Berne, N. C.; that Capt. Andrew J. Washburn, who had charge of the company at the time he received his disability, resigned, and he does not know of his whereabouts; that he was treated by Dr. D. W. Hardy, surgeon, and Dr. Hardy states that his books are destroyed and he cannot furnish a surgeon's certificate. The Adjutant-General states that the consolidated morning reports and hospital records are not on file in the War Department.

The examining surgeon, under date of December 23, 1885, rates soldier one-half disabled from rheumatism, resulting in anchylosis of wrist and ankle.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1798.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. MITCHELL, of Pennsylvania, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 5345.]

The Committee on Pensions, to whom was referred the bill (H. R. 5345) granting a pension to Mary J. Gilbert, have examined the same, and report:

The facts in this case are sufficiently set forth in the appended House report, which your committee adopt, and recommend the passage of the bill.

Mary J. Gilbert is a sister of the late De Witt Gilbert, of Company G, Eighty-ninth New York Volunteers. Young Gilbert enlisted and was mustered into service the 2d day of October, 1861. The report of the Adjutant-General, dated March 14, 1882, shows that he was enrolled a private in Company G, Eighty-ninth Regiment New York Volunteers, on the said 2d day of October, 1861, at Windsor, N. Y.; that he was wounded in the battle of Antietam, Maryland, September 17, 1862; that he recovered from his wound and returned to his company. Afterwards, to wit, September 28, 1864, he died of chronic diarrhea at Baltimore, Md. He died at West Building hospital. At the time of his death he had risen to the rank of corporal. Young Gilbert at the date of his enlistment had no father, brother, wife, or children, but had a sister, the claimant, and a mother, who was absolutely dependent upon him for support.

On the 12th day of January, 1864, his mother died. May 24, 1880, claimant filed her application for pension. The claim was rejected on the 11th day of October, 1882, and upon the ground that claimant was fifty years old at the time of the filing of her application, and under existing law was not entitled to a pension. From the affidavit of claimant, Irving D. Knox, and other papers in the case, it appears that claimant was, at the date of her brother's enlistment, service, and death, wholly dependent upon him for support, and, in fact, supported by him until his death; that she was an invalid, without any property whatsoever, and unable to care for herself. It also appears from the affidavit of Dr. I. C. Edson and other papers in the case that the claimant's health was not only poor, but that she has a disease of the eyes known as amaurosis, which renders her almost blind. She is dependent upon the charity of her friends and neighbors for the necessaries of life. But for the age of claimant she would doubtless have been allowed a pension by the Department. We think this poor woman, whose only brother was wounded in battle, and afterwards died in the service of his country, should be entitled to the small pittance provided for dependent relatives.

ERON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. No. 7996.]

nittee on Military Affairs, to whom was referred the bill (H. R. 'or the relief of William J. Mulvey, having had the same under ration, beg leave to submit the following report:

ıpers submitted by the Secretary of War to your committee ıt William J. Mulvey, on the 28th day of September, 1861, then years of age, was enrolled as a private in Company E, First irginia Infantry Volunteers, and served as such until Novem- 62, when he was promoted corporal; that he served from No- 1, 1862, through the different grades of corporal, until the 1st 'uly, 1864, when he was promoted sergeant; that he served y 1, 1864, as sergeant, until the 16th day of December, 1864, was promoted to second lieutenant, and then served as second ıt until the 31st of March, 1865, when he was dismissed from ce by sentence of a general court-martial.

his promotion to a lieutenancy he was mustered in as second ıt, Company A, Battalion First West Virginia Infantry Volun- ıt on the 21st day of December, 1864, the battalion was consol- ith the Fourth West Virginia Infantry Volunteers, and the con- l force designated the Second West Virginia Veteran Infantry ers, and he was assigned to Company D of the consolidated or- on.

ınant Mulvey was tried upon and convicted of the charge of ;t prejudicial to good order and military discipline," and sen-

myself; that I do not believe that Lieutenant Mulvey would have been convicted at said court if I had been allowed to make a full statement of these facts; that the First and Fourth West Virginia Infantry had, just previous to this affair, been consolidated into one regiment under the name of the Second West Virginia Veteran Infantry, and that a great deal of jealousy and ill-feeling existed between the members of the two regiments after the reorganization, and that the members of the provost guard who arrested Lieutenant Mulvey were members of the old Fourth West Virginia Infantry; that after Lieutenant Mulvey's arrest, while on our way to the provost marshal's office, one of the guard and Lieutenant Mulvey had some words; that Lieutenant Mulvey knocked the member of the said guard down; that the provost guard were under the influence of liquor and used most abusive and insulting language to Lieutenant Mulvey; that Lieutenant Mulvey was very much excited by such language.

Up to this time Lieutenant Mulvey's record had been that of a good soldier. His colonel, in an affidavit on file in the War Department, says:

Mulvey never asked for nor had a furlough, never was on the sick list, never missed a skirmish or a battle that his company and regiment participated in, and always, when the line of battle was formed, Mulvey was in his place; and it can be well shown by officers that he served with and under that he was as brave as the bravest—courteous, generous, and agreeable in the camp; in battle he was not wanting in the least.

His record in the War Department shows him present for duty every day from the time he enlisted until he was dismissed, except when absent on veteran furlough. Now, in view of these facts, and considering that at the time of the occurrence which caused his arrest he was barely twenty-one years old, and that he acted under very great provocation, and in view of the further fact that Ripley was not permitted to testify to facts exonerating him, it seems to your committee a proper case for the relief asked.

Your committee are unwilling that so gallant a soldier should suffer so heavy a penalty—a life-long punishment for an offense prompted more by youthful indiscretion than an evil mind.

Your committee therefore recommend the passage of the bill.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1800.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 1173.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 1173) to correct the record of Capt. Edmond G. Fechét, report it back with a favorable recommendation, and in support of this view beg leave to print herewith letters from the Secretary of War and Adjutant-General of the Army.

ADJUTANT-GENERAL'S OFFICE, *April* 2, 1886.

SIR: I have the honor to return herewith a bill (H. R. 1173, Forty-ninth Congress, first session) to correct the record of Capt. Edmond G. Fechét, Eighth Cavalry, so that he shall take rank as a captain from May 23, 1870, instead of May 26, as now given in his commission, submitted by the chairman of the Committee on Military Affairs, House of Representatives, and to submit the following report:

The act of March 2, 1867 (now section 1219, Revised Statutes), provided that, "In fixing the relative rank to be given to an officer as between himself and others having the same grade and date of appointment and commission, there shall be taken into account and credited to such officer whatever time he may have actually served, whether continuously or at different periods, as a commissioned officer of the United States, either in the Regular Army, or, since the nineteenth day of April, 1861, in the volunteer service," &c., and this provision was made to apply to appointments to the Army made under the act of Congress approved July 28, 1866.

Captain Fechét and Capt. Almond B. Wells, Eighth Cavalry, were appointed second lieutenants to rank from July 28, 1866, and first lieutenants to rank from July 31, 1867; they thus held the same date of rank and commission in both grades, and their relative rank had to be fixed by the length of their service as commissioned officers of volunteers, as provided for in the act quoted.

By an error in originally making up their volunteer records in this office it was made to appear that Captain Wells had the longer prior service as a commissioned officer, and he was given the senior place in the regiment. After he became the senior first lieutenant in his regiment a vacancy of captain therein occurred on May 23, 1870, and he was promoted to it. On May 26, 1870, another vacancy of captain occurred in the regiment, and Captain Fechét was promoted as of that date.

In 1881 Captain Fechét called attention to the fact that he had served longer as a commissioned officer of volunteers than Captain Wells, and that he should have been recognized as the senior lieutenant instead of Captain Wells, and upon a re-examination of the records of this office it was found that his claim was correct, and that he should have been given the captaincy which became vacant on May 23, 1870. The War Department, however, was unable to change the dates of commissions already issued, and he was referred to Congress as the only authority legally competent to give him the rank and position to which he was entitled.

The bill herewith returned, should it become a law, would not affect any other officers than the two named, as no other captain of cavalry was promoted to that grade between the 23d and 26th of May, 1870. It would simply give Captain Fechét the

right to promotion to the grade of major in advance of Captain Wells, which right he would have had but for the error in reporting the length of his service as a volunteer officer.

Very respectfully, your obedient servant,

R. C. DRUM.
Adjutant-General.

The SECRETARY OF WAR.

WAR DEPARTMENT,
Washington City, April 7, 1886.

SIR: I have the honor to acknowledge the receipt of your communication of the 15th ultimo, inclosing, for the views of the Department, House bill 1173, Forty-ninth Congress, first session, which provides for the correction of the record of Capt. Edmond G. Fechét, Eighth Cavalry, so that he shall take rank as captain from May 23, 1870, instead of May 26, 1870, as now given in his commission.

In reply, I beg to inclose herewith a report upon the case by the Adjutant-General of the 2d instant, from which it appears that Captain Fechét and Capt. A. B. Wells held the same date of rank and commission, both as second and as first lieutenants, in the Eighth Cavalry; that when a vacancy of captain occurred in the regiment, on May 23, 1870, it became necessary, in order to determine which of the two officers was entitled to the promotion, to compile their volunteer records as commissioned officers; and that through an error committed in making up these records Captain Wells was given the senior place in the regiment, to which Captain Fechét was entitled.

The bill, should it become a law, will not affect any other officers than the two named. It will simply give Captain Fechét the right to promotion to the grade of major in advance of Captain Wells, which right he would have had but for the error in reporting the length of his service as a volunteer officer.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1801.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 9446.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 9446) for the relief of Robert W. Spang, having had the same under consideration, beg leave to submit the following report:

Robert W. Spang, when just turned of fifteen years of age, enlisted in Company B, Ninety-third Regiment Pennsylvania Volunteers, September, 1861, as a private, contrary to the wishes of his widowed mother. He was with the Army of the Potomac at the battle of Williamsburg, Va., Fair Oaks, Va., in the seven days' retreat, and Malvern Hill. Returning to Washington, met his regiment and went to South Mountain, Maryland, participating in Couch's long march, reaching Antietam two days after the fight. Was then sent to Fredericksburg, on the Rappahannock, and was in Burnside's retreat, and went into camp, Falmouth, Va. He there received a furlough dated April 20, 1863, for good record, for ten days, expiring May 8, 1863. He overstaid his time, and upon being arrested for desertion, upon habeas corpus, at the suggestion of his mother, heard before Hon. Warren J. Woodward, president judge of court of common pleas of Berks County, Pennsylvania, was, on June 8, 1863, discharged according to law from the military service of the United States. His military record and character are good. He was a mere boy when he entered the service against the will of his parent, and under the circumstances we report the bill, with the recommendation that it do pass.

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49TH CONGRESS, 2d Session. } SENATE. { Views of the minority. No. 1802.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill H. R. 506.]

The undersigned begs leave to dissent from the report of the majority of the Committee on Military Affairs on the bill (H. R. 506) for the relief of Eleanor T. Brookbanks and others.

Reuben M. Brookbanks, in the month of November, 1864, at the town of Tipton, in the then eleventh Congressional district of Indiana, was drafted into the military service of the United States pursuant to the act of Congress, approved March 3, 1863, "for enrolling and calling out the national forces." Immediately upon being so drafted he procured a substitute and paid said substitute for going into the military service of the Government the sum of $850.

It appears clearly from the evidence that said substitute was duly accepted by the Government authorities as such substitute, was mustered into the naval service of the United States as such substitute, and so served until the close of the war. But notwithstanding these facts the said Reuben M. Brookbanks, after he had furnished said substitute, was compelled, *under the same draft*, against his will, and over his protest, to enter the military service of the United States and serve until the 23d day of February, 1865, at which time he was honorably discharged. The evidence clearly shows that the said Reuben M. Brookbanks was compelled to perform this service for the Government without any fault or negligence on his part, but solely through the mistake or fraud of the agents of the Government, and that he has never been repaid from any source any part of the said sum of $850 which he was compelled to expend in order to procure said substitute.

J. D. CAMERON.

O

49TH CONGRESS, 2d Session. | SENATE. | Views of the minority. No. 1803.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 5, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill H. R. 527.]

The undersigned begs leave to dissent from the report of the majority of the Committee on Military Affairs on the bill (H. R. 527) for the relief of William Pike.

The undersigned finds the facts to be as stated in House Report No. 2115, Forty-eighth Congress, first session, which report is hereto annexed and made a part of this report, and is as follows:

The claimant was, about the middle of November, 1864, at the county of Tipton, in the then eleventh Congressional district of Indiana, drafted into the military service of the United States, pursuant to the act of Congress approved March 3, 1863, for "enrolling and calling out the national forces." Immediately upon being so drafted he procured one Thomas O. Bosworth to go as his substitute, and paid said Bosworth for going into the military service of the Government as such substitute for said claimant the sum of $850. It appears clearly from the evidence that said Thomas O. Bosworth was duly accepted by the Government authorities as such substitute, was mustered into the naval service of the United States as such substitute, and so served until the close of the war. But, notwithstanding these facts, the said claimant, after he had furnished said substitute, was compelled, under the same draft, against his will and over his protest, to enter the military service of the United States and serve until the 3d day of April, 1865, at which time he was honorably discharged. The evidence clearly shows that the claimant was compelled to perform this service for the Government without any fault or negligence on his part, but solely through the mistake or fraud of the agents of the Government, and that he has never been repaid, from any source, any part of the said sum of $850 which he was compelled to expend in order to procure said substitute.

Your committee have no hesitation, under the facts, in recommending that said claimant be allowed and paid the said sum of $850. They accordingly report in favor of the passage of the bill.

J. D. CAMERON.

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49TH CONGRESS, 2d Session. | SENATE. | Views of the minority. No. 1804.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. CAMREON, from the Committee on Military Affairs, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill H. R. 528.]

The undersigned begs leave to dissent from the report of the majority of the Committee on Military Affairs on the bill (H. R. 528) for the relief of Silas Quackenbush.

The undersigned finds the facts to be as stated in House Report No. 2116, Forty-eighth Congress, first session, which report is hereto annexed and made a part of this report, and is as follows:

The claimant was, about the middle of November, 1864, at the town of Tipton, in the then eleventh Congressional district of Indiana, drafted into the military service of the United States, pursuant to the act of Congress approved March 3, 1863, "for enrolling and calling out the national forces." Immediately upon being so drafted he procured one Lewis Jones to go as his substitute, and paid said Lewis for going into the military service of the Government as such substitute for said claimant, Silas Quackenbush, the sum of $850. It appears clearly from the evidence that said Lewis Jones was duly accepted by the Government authorities as such substitute, was mustered into the naval service of the United States as such substitute, and so served until the close of the war. But notwithstanding these facts the said claimant, after he had furnished said substitute, was compelled, under the same draft, against his will and over his protest, to enter the military service of the United States and serve until the 23d day of February, 1865, at which time he was honorably discharged. The evidence clearly shows that the claimant was compelled to perform this service for the Government without any fault or negligence on his part, but solely through the mistake or fraud of the agents of the Government, and that he has never been repaid from any source any part of the said sum of $850 which he was compelled to expend in order to procure said substitute.

Your committee have no hesitation, under the facts, in recommending that said claimant be allowed and paid the said sum of $850, and they acccordingly report in favor of the passage of the bill.

J. D. CAMERON.

49TH CONGRESS, 2d Session. | SENATE. | Views of the minority. No. 1805.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill H. R. 529.]

The undersigned begs leave to dissent from the report of the majority of the Committee on Military Affairs on the bill (H. R. 529) for the relief of George W. Baldwin, Charles L. Baldwin, and Dora Thompson.

The undersigned finds the facts to be as stated in House Report No. 2117, Forty-eighth Congress, first session, which report is hereto annexed and made a part of this report, and is as follows:

The claimants are, respectively, in the order in which their names appear in the bill, the father, brother, and sister of William F. Baldwin, deceased, and they are all of full age. The said decedent, William F. Baldwin, was, about the middle of November, 1864, at the county of Tipton, in the State of Indiana, in the then Eleventh Congressional district of said State, drafted into the military service of the United States, pursuant to the act of Congress approved March 3, 1863, "for enrolling and calling out the national forces." Immediately upon being so drafted, he procured one Timothy O. Reagan to go as his substitute, and paid said Reagan for going into the military service of the Government, as such substitute for said decedent, the sum of $850. It appears clearly from the evidence that said Timothy O. Reagan was duly accepted by the Government authorities as such substitute, that he was mustered into the naval service as such substitute, and so served until the close of the war. But, notwithstanding these facts, the said decedent, after he had furnished said substitute, was compelled, under the same draft, against his will, and over his protest, to enter the military service of the United States (being assigned to the Twenty-third Regiment of Indiana Volunteers), and served until the 16th day of February, 1865, at which time, and when still in the service, he died. The evidence clearly shows that the decedent was compelled to perform this service for the Government without any fault or negligence on his part, but solely through the mistake or fraud of the agents of the Government, and that neither he nor the claimants, or any of them, who are his sole heirs at law, have ever been paid by any one, or from any source, any part of the said sum of $850 which decedent was compelled to expend in order to procure said substitute.

Your committee have no hesitation, under the facts, in recommending that said claimants, as such heirs at law of said decedent, be allowed and paid the said sum of $850. They accordingly report in favor of the passage of the bill.

J. D. CAMERON.

TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1806.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

r. MILLER, from the Committee on Finance, submitted the following

REPORT:

[To accompany bill H. R. 1628.]

e Committee on Finance, to which was referred House bill 1628, has had the same under consideration, and submits the following report:

The petitions and bills for the relief of the claimants were duly con-dered by the Committee on Ways and Means of the House of Repre-ntatives of the Forty-eighth Congress, and by the Committee on Claims the present Congress, and reported upon by said committees. Those eports contain a full statement of the facts, and are adopted by your ommittee, and are as follows:

e Committee on Claims, to which was referred House bill 1628, having had the same under consideration, respectfully submits the following report:

The object of this bill is the passage of a law reopening certain refunding claims file in the office of the Commissioner of Internal Revenue, which have heretofore en rejected, and authorizing the Commissioner to examine said claims and allow ch portion of them as he may find to be a second or double tax upon the same ofits. Under the rules of the Departments these claims, having been once rejected, nnot be reopened. It is also claimed that the parties had no notice of the rejection their claims by Commissioner Douglass.

Prior to 1870 the insurance companies and banks named in said bill had, under thority of their charters and by-laws, invested a large portion of their surplus nds or profits in bonds and stocks of other corporations. This matter was fully con-lered at the second session of the Forty-eighth Congress by the Committee on Ways d Means, Mr. Hurd from that committee submitting a report as follows:

"The Committee on Ways and Means, to which were referred the petitions of the ntinental Fire Insurance Company, the Eagle Fire Insurance Company, the City re Insurance Company, and the Commercial Mutual Insurance Company, of the ty of New York, and the Western National Bank, the Merchants' National Bank, d the Maryland Fire Insurance Company, of the city of Baltimore, State of Mary-nd, and also the bill H. R. 2475, has had the same under consideration, and submits e following report:

"1. That prior to 1870 the insurance companies and banks above named had, under thority of their charters and by-laws, invested a large portion of their surplus nds or profits in the bonds and stocks of other corporations.

"2. That under the laws of the United States enacted in 1862 and 1864, an inter-l-revenue tax of 5 per cent. was required by law to be levied and collected upon the terest upon bonds and dividends upon stocks, such tax to be withheld, and paid by e company paying such interest and dividends; and that under the provisions of is law the corporations in which said insurance companies and banks held bonds d stocks retained the 5 per cent. taxes upon the interest and dividends declared by em, and paid the said taxes over to the Government, and the interest and dividends e said insurance companies and banks were paid over to them, less said taxes. The ount thus received by the said insurance companies and banks was, therefore, only per cent. of such interest and dividends.

"3. That said insurance companies and banks were required by the officers of internal revenue, when they made their own returns for taxation, to include said interest and dividends, upon which a tax of 5 per cent. had already been paid, in their said returns, and to pay a second tax upon said interest and dividends, and thereby they were required to pay a double tax upon the same identical profits.

"4. That said insurance companies and banks, within the time limited by law, and in accordance with the law and regulations in that regard, filed refunding claims for the repayment of the double taxes so exacted, as follows:

City Fire Insurance Company	$4,141 07
Eagle Fire Insurance Company	2,857 31
Continental Fire Insurance Company	1,023 75
Commercial Mutual Insurance Company	9,685 93
Western National Bank	5,041 27
Merchants' National Bank	1,217 50
Maryland Fire Insurance Company	1,640 42

"Said claims were rejected by Commissioner Douglass without a proper hearing, and without notice to the claimants, and Mr. Douglass retired from the office of Commissioner of Internal Revenue, and his successors have held that they had no authority of law to reopen said cases.

"Since the rejection of said claims by Commissioner Douglass, the Internal-Revenue Office has taken up other similar claims which were pending at the same time, and were left unacted upon by Commissioner Douglass, and the office, adopting the views of the law as constructed by Judge Lowell in the case of the Merchants' Insurance Company *v.* McCartner, collector of internal reyenue, United States circuit court, eastern district of Massachusetts, May term, 1870, reported in 1 Lowell, page 447, said claims were paid with the approval of the Secretary of the Treasury.

"5. Your committee, upon an examination of this question, is of the opinion that the double taxes exacted from said companies were illegally assessed and collected, and should have been refunded, and that justice now requires that the claims should be reopened, to enable the Commissioner of Internal Revenue to re-examine them with a view of allowing such portion of said claims as may be found to be a double tax.

"Your committee therefore ask leave to report the accompanying bill for the relief of all of said companies, as a substitute for bill H. R. 2475, and recommends its passage."

Your committee, concurring in the conclusions reached in the foregoing report, respectfully recommends the passage of the the accompanying bill.

Your committee further reports that since the passage of said bill by the House of Representatives the claimants above named have set forth, by sworn statements of their various officers, that the reason why they failed to bring suit within the time prescribed by law for the recovery of these double taxes is that they were misled as to the condition of their cases by the action of the then Commissioner of Internal Revenue. It appears from the evidence that the Commissioner marked the claims rejected, and gave no notice to the claimants, nor to their attorneys, of such rejection, and the claimants never had any notice of the fact or any knowledge thereof until long after the time prescribed by the statute for the institution of suits had expired, and that soon after learning this fact they applied to Congress for relief.

Your committee further reports that Senate bill 936, for the relief of John M. McClintock, which passed the Senate during the last session, involves precisely the same principle as the bill being considered. Bills for the relief of McClintock have four times been reported favorably by this committee.

Your committee therefore reports back H. R. 1628 without amendment, and recommends its passage.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1807.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. HAMPTON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 7209.]

The Committee on Military Affairs, to whom was referred the bill (H. H. 7209) to authorize the construction of a graveled road to the Richmond National Cemetery, near Richmond, Va., beg leave to report the bill back to the Senate, recommending its passage, and adopting the report of the Committee on Military Affairs of the House of Representatives hereto annexed.

The Committee on Military Affairs, to whom was referred House bill 2518, beg leave to submit the following report:

That the Richmond National Cemetery is situated 3 miles east of the State capitol, and contains 8 acres of land and 6,542 interments; that there is a good graveled road constructed to Chimborazo Park, and this bill proposes an extension to the said cemetery, which is the nearest and best route, and that a survey has recently been made and an estimate made at $27,000 for the construction of said road; that a plat of the grounds and of said survey is filed with this report as a part of the same.

Your committee report that the title to said cemetery is now vested in the United States. Your committee find that the relatives of those buried in this cemetery, after traveling a great distance to visit this spot, have no good way of reaching the cemetery after arriving at the city of Richmond, especially so in the rainy season of the year.

The following is the report from the Quartermaster-General's Office:

WAR DEPARTMENT, QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., February 26, 1886.

The Hon. SECRETARY OF WAR:

SIR: Referring to the bill (H. R. 2518, first session Forty-ninth Congress) to construct a road from the city of Richmond to the national cemetery in the county of Henrico, in the State of Virginia, submitted by letter of the Hon. C. M. Anderson, of the Committee on Military Affairs of the House of Representatives, for information, I have the honor to report as follows:

There are several national cemeteries in Henrico County, but it is presumed this bill refers to that nearest the city of Richmond, known and officially designated as the Richmond National Cemetery. This cemetery is situated about 3 miles east of the State capitol. Its area is 8 acres, and it contains 6,542 interments. The title thereto is vested in the United States under deeds from William Slater and wife, William L. Williams, trustee, and Ann B. Brown, duly approved by the Attorney-General.

The Department has had a preliminary survey made of routes for a roadway from Richmond to this cemetery, and the accompanying map shows the only practicable lines available for that purpose.

The present and only road to the cemetery is by streets and roads through Rocketts, a suburb of Richmond, which are circuitous, low, badly paved, in every way unattractive, and in bad weather almost impassable.

The route, commencing at the eastern terminus of Broad street, however, is not only direct, but would be desirable in all respects. It would connect with the finest street of the city at its most attractive point, the Chimborazo Park, and be virtually an extension of that street to the cemetery, making a picturesque and beautiful drive and a fine approach to the cemetery grounds.

The bill under consideration provides for the construction of a macadamized road, but as Broad street, already improved to the eastern boundary of Chimborazo Park, is a graveled road and answers the purpose well, and as a macadamized road would be far more expensive, it is recommended that the new road be also of gravel, and the estimate for the work has been prepared accordingly.

From data obtained in the preliminary survey just made the cost of constructing a good gravel road, 50 feet wide, from Broad street to the national cemetery is estimated at $27,000, including a bridge over Gillies' Creek and the necessary culverts and drainage. A right of way 100 feet wide for the entire line would be required.

It is therefore suggested that this bill be amended as follows: That the name of the cemetery be specifically designated as the "Richmond National Cemetery"; that the amount to be appropriated be increased to $27,000; that the word "macadamized" be stricken out, or the word "approach" substituted therefor; and that a proviso be added that the right of way shall be granted to the United States without cost.

Very respectfully, your obedient servant,

S. B. HOLABIRD,
Quartermaster-General, U. S. A.

Your committee beg leave to recommend that House bill 2518 do not pass, but lie on the table, and report back to the House a substitute for said House bill 2518 with a favorable report, and ask that the substitute do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1808.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. SEWELL, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9119.]

The Committee on Pensions, to whom was referred the bill (H. R. 9119) granting a pension to Robert Potts, having examined the same, do report as follows:

The committee find upon an examination of the papers in this case that claimant enlisted in May, 1861, in Company F, Third New Jersey Volunteers, for three years, and was discharged in November, 1862. Further, he claims that he contracted disease of the kidneys and liver, and malarial fever, from hardships in the service, and from exposure in severe, stormy weather, and that now he is totally blind and unable to perform manual labor.

The claim was rejected by the Pension Bureau on the ground that there is no record or medical testimony of disability while in the service, nor at the date of discharge, nor up to 1872, and that no present disability exists.

The House Committee on Invalid Pensions say in their report on the case:

If there is no medical or record testimony, it seems to us the hospital record as furnished, with the certificate of discharge and reasons therein assigned, should be sufficient. These are substantially as follows:

Mr. Barber, assistant adjutant-general, states that claimant "was on the roll to June 30, 1861, present, and so borne until April 30, 1862, to June 30, 1862. Absent, sick in general hospital (no date nor place) to August 31, 1862. Present to October 31, 1862. Absent, sick in United States general hospital (no date or place). Roll to December 31, 1862, reports him discharged."

General B. F. Pope states that claimant was admitted to general hospital, Portsmouth Grove, Rhode Island, July 7, 1862, (diagnosis not stated), and transferred July 28, 1862; that he was admitted to general hospital, Newark, N. J., July 29, 1862, with debility, and returned to duty August 8, 1862, and that he was admitted to Saint Paul's general hospital, Alexandria, Va., September 18, 1862, with remittent fever, and discharged from service November 13, 1862, and that there are no records of the regiment on file, nor of Yorktown, prior to October, 1862.

S. Rush Spencer, surgeon in charge, certifies that soldier was admitted into general hospital, Alexandria, Va., September 18, 1862, and discharged November 13, 1862; that he had carefully examined him, and found him incapable of performing the duties of a soldier because of "phthisis pulmonalis."

Samuel W. Wells and David W. Fry, certified to be truthful men, swear that they knew claimant while he was a member of Company F, Third Regiment, New Jersey Infantry; that he was taken sick in May, 1862, while on the march from White House, Va., and sent to hospital; that he was scarcely able to walk; and that he remained there until November, 1862; that they were members of same regiment and company.

Elizabeth Marks and Charles Wagner testify that claimant was unable to work when he came from the Army; was taking medicine until 1867, when he went to Harrisburg; when he returned from there, in 1875, he was affected in same way; they were intimately acquainted with him from August, 1865, to April, 1867, and saw him frequently.

James McClintock, M. D., swears that from 1872 to 1876 he prescribed for claimant on several occasions. Having lost his books he cannot state, but from recollection, that claimant suffered from disease of liver and kidneys, contracted in service. Claimant also was treated by Dr. Umar, who refused to give his testimony, and stated as a reason that claimant owed him an old account for $6; after that was paid was time to talk about a certificate. The board of examining surgeons say that claimant "has a hypertrophical irritable heart; allege that he is liable to attacks of rheumatism annually; urine, amber color three parts; gravity 10.20; neither sugar nor albumen present. Applicant has subacute rheumatism, causing lumbago, with hypertrophical heart, which, if incident to service, should be rated at one-half degree to date." At subsequent examination same board state that applicant is now blind in both eyes; had sore eyes when a boy; opacity of cornea, probably due to iritis when a boy. Regard this case of specific origin, and give no rating.

The petition of claimant is as follows:

To the honorable the Senate and House of Representatives of the United States in Congress assembled:

The petition of Robert Potts, late of Company F, Third New Jersey Volunteers, a member of the National Military Home for Disabled Volunteer Soldiers, Hampton, Va.

Your petitioner respectfully represents to your honorable body that he enlisted in the volunteer service of the United States, in the war of the rebellion, as a member of Company F, Third New Jersey Volunteers, on or about May, 1861, and that he performed faithful service in said command until about May, 1862, when he was attacked with malarial fever, resulting from exposure in the line of duty, and treated therefor in camp, and at different hospitals, until he was finally discharged, on surgeon's certificate of disability, from general hospital at Alexandria, Va., about November, 1862.

Your petitioner further represents that although he afterward re-enlisted and served in another organization, to wit, Company H, Third New Jersey Cavalry, until after the close of the war of the rebellion, he suffered continuously with pain in the back, in the region of the kidneys, of the liver, and general debility, which rendered the performance of his duties quite irksome, and that he was frequently treated therefor in camp by his regimental surgeons.

Your petitioner further represents that since the close of the war, and up to the time he became a member of the Home, he had resided at Harrisburg and Philadelphia, Pa., and that for a great part of the time he has been unable to obtain subsistence by manual labor, and that for the three years last past, or thereabouts, he has been wholly blind, which loss of vision he believes is probably due to disease contracted in service and in the line of duty, as above set forth.

Your petitioner further represents that about June, 1880, he made application in due form to the Commissioner of Pensions for an invalid pension, on the ground of disability from disease of kidneys and liver, contracted in the service, which said application was rejected by Mr. Commissioner Black about April 27, 1885, ostensibly because "the records of the War Department do not afford any evidence of the existence of the alleged diseases in the service," and because of petitioner's "inability to furnish medical evidence showing the existence thereof at the date of discharge and thereafter, and the report of the medical examination had under the claim, fails to show the existence of said disability now."

Now, in view of the facts of the case, your petitioner prays your honorable body to grant him such relief as a fair estimate and just consideration of all said facts shall warrant.

And your petitioner will ever pray, &c.

his
ROBERT + POTTS.
mark.

Witnesses to mark:
GEO. W. GRAY.
HENRY TARBETT.

Sworn to and subscribed before me this 9th day of March, A. D. 1886. I have no interest.

[SEAL.] C. F. GREEN,
Notary Public.

The committee are of the opinion, from the testimony recited and set forth in the foregoing, with the petition of claimant sworn to and verified, that he is entitled to the relief prayed for, and therefore recommend the passage of the bill.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1809.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. VAN WYCK, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 2835.]

The Committee on Pensions, to whom was referred the bill (S. 2835) granting a pension to Mrs. Juliet G. Howe, have examined the same, and report:

That Mrs. Juliet G. Howe served during the war with great distinction as an Army nurse, and is now suffering from disease contracted during such service.

The records in the office of Surgeon-General show that Juliet G. Howe (at that time Juliet G. Robbins) served as nurse in Hammond General Hospital, Point Lookout, Maryland, from August 3, 1862, to October 5, 1863; at Columbian College General Hospital, Washington, D. C., from June 6, 1864, to August 30, 1864, and at De Camp General Hospital, David's Island, New York Harbor, New York, from September, 1864, to September 19, 1865.

At all places she served with great acceptance to the sick and wounded soldiers and the surgeons in charge, and received flattering testimonials from them.

April 24, 1865, a testimonial, signed by nearly one hundred soldiers, says:

She has always been kind to us, and we shall always remember her with pleasure. She is indeed the soldier's friend.

At Point Lookout, Maryland, Assistant Surgeon Allen, U. S. A., said:

Faithful, efficient, always cheerful, beloved by the patients universally. A better nurse could not be obtained. She has had my warmest thanks, and has my heartiest indorsement.

William H. Gardner, assistant surgeon, U. S. A., on October 18, 1863, at Hammond General Hospital, says:

It gives me much pleasure to testify to the character and qualities of Mrs. Juliet G. Robbins (now Howe), who has long been a nurse in this hospital. * * * In her wards she was kind and attentive to the sick and wounded under her care, ever ready to relieve their wants, and never sparing of labor or pains which could conduce to their happiness or comfort.

At same hospital, April 10, 1866, Th. Siebold, acting assistant surgeon, U. S. A.:

I take pleasure in offering this trifling mark of regard for Mrs. Juliet G. Robbins (now Howe) and Mrs. M. S. Poole, who have so faithfully attended in my ward since the 20th December last.

The above indorsed by S. H. Allison, acting assistant surgeon, United States Army, and surgeon of volunteers.

At De Camp General Hospital May 22, 1865, T. E. Martindale, assistant surgeon, United States Volunteers, says:

My connection with this hospital being about to terminate, I find it difficult to leave without tendering you this expression of my high esteem for you * * * testify to your untiring devotion, your unceasing attention, and your success in ministering to the patients * * * and the eminent abilities you have displayed in your profession of nurse.

This and other testimonials, and the proof of disease and suffering from the sacrifices she then made, satisfy your committee she is entitled to the pension she seeks, and they report said bill favorably, with an amendment changing the word "Miss" wherever it occurs in said bill to "Mrs."

Your committee have made diligent inquiry at the offices of Adjutant-General, United States Army, and Surgeon-General, and cannot find that the said nurse was paid for any such service.

C

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1810.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. VANCE, from the Committee on Finance, submitted the following

REPORT:

[To accompany bill H. R. 2517.]

The Committee on Finance, to whom was referred the bill (H. R. 2517) for the relief of the estate of Edwin T. Pilkinton, deceased, submit the following report:

The Committee on Ways and Means of the Forty-seventh Congress had this case under consideration, and unanimously reported as follows, viz:

[Report No. 645, Forty-seventh Congress, first session.]

The Committee on Ways and Means, to whom was referred the petition of E. T. Pilkinton, of Virginia, respectfully report:

Said Pilkinton was a manufacturer of tobacco in Manchester, Va., and had affixed the proper stamps to a large quantity of tobacco still in his factory, and not yet put on the market. His factory was burned on the night of May 3, 1869, and tobacco was consumed on which he had put stamps to the amount of $2,684.96, which stamps had been purchased on that day. The tobacco and stamps were a total loss.

He applied to the Commissioner of Internal revenue, in 1874, for relief, but it was refused, because then barred under the act of Congress.

Petitioner has made his application to a former Congress, but no action was taken.

The proof of loss is complete and clear, and, though much time has elasped, the committee see no reason to refuse to refund the amount of taxes paid on property burned before it was put upon the market. The tax was collected on property which perished before it could be used.

The committee report a bill for relief of petitioner.

Senate bill 415, Forty-ninth Congress, providing for the same relief as that contained in H. R. 2517, was referred to the Commissioner of Internal Revenue, who replied as follows:

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
Washington, February 6, 1886.

SIR: I have the honor to acknowledge the receipt of a letter from Hon. Justin S. Morrill, chairman of the Committee on Finance, United States Senate, referred by you to this office, under date of the 3d instant, inclosing copy of a bill introduced by Mr. Beck on the 10th of December, 1885, Forty-ninth Congress, first session, S. 415, authorizing and directing the Secretary of the Treasury to pay to M. B. Pilkinton, executrix of Edward T. Pilkinton, deceased, as printed in bill (*Edwin* T. Pilkinton, as signed by claimant in person on the claim herein referred to), the sum of $2,684.96, or as much thereof, &c., in full satisfaction for his claim for that amount of internal-revenue stamps which was destroyed by fire in the burning of his factory on May 3, 1869, in Manchester, Va., and requesting a report of all the facts in the case, and the views of this office as to the propriety of granting the relief asked for.

In reply, I have to state that a claim was presented in August, 1874, by Edwin T. Pilkinton, of Manchester, Va., *for the* refunding of the amount herein specified, being

the value of certain stamps affixed to packages of tobacco destroyed by fire in his factory on the night of May 3, 1869.

The claim was rejected for the reason that it was barred by the provisions of section 44, act June 6, 1872, sections 3227 and 3228, United States Revised Statutes. From the evidence presented with the claim it would seem that the amount of stamps destroyed was as stated, and I know of no reason why Congress should not afford the relief asked for to the extent provided in the bill.

The copy of the bill is herewith returned.

I have the honor to be, very respectfully,

H. C. ROGERS,
Acting Commissioner.

Hon. DANIEL MANNING,
Secretary of the Treasury.

Your committee therefore recommend the passage of the bill.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1811.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 5289.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 5289) affirming the action of the President of the United States annulling and revoking an order dismissing Martin H. McChesney from service in the armies of the United States and honorably discharging said McChesney from said service, having considered the same, report as follows:

Your committee, on the facts set forth in the following report, prepared by Mr. Bragg, from the House Committee on Military Affairs, recommend that the bill pass.

Following that report the order of restoration therein referred to is presented:

It appears from the report of the Adjutant-General of the Army, which is hereto attached and made a part of this report, that Martin H. McChesney was a captain in Company E, Second New York Mounted Rifles, and was dismissed the service for "absence without leave" November 30, 1864, to take effect as of October 31, 1864.

It also appears that Captain McChesney was, when reported "absent without leave" and dismissed therefor, in fact a prisoner of war; that he subsequently made his escape and reported on March 18, 1865; and thereupon his case was reconsidered, and upon proof presented the order dismissing him was revoked, and in lieu thereof he was honorably discharged to take effect March 18, 1865.

The committee are unable to see or learn any good cause for question as to the pay and allowances which it is proper this officer should receive, but as it appears from the recital of the bill that some objection has been raised by the accounting officers, perhaps growing out of a question as to the regularity of the order of restoration and the right of pay under it, the committee deem it not only wise, but a matter of duty, to assist him in getting what is his due by legislation.

The bill, however, recites his discharge as of May 11, 1865, and if passed in this form would give pay and allowances to that date, when in fact the honorable discharge was made to take effect March 18, 1865, the date of his report.

The committee therefore report the bill back with an amendment, striking out the words "May the eleventh" where the words occur, in the fifth and sixth lines of the second page of the bill, and inserting in place thereof the words "March eighteen," and when so amended recommend the bill do pass.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, April 20, 1886.

SIR: I have the honor to return herewith a bill (H. R. 5289, Forty-ninth Congress, first session) to affirm the action of the President in revoking an order dismissing Capt. Martin H. McChesney, Second New York Mounted Rifles Volunteers, and honorably discharging him from service, submitted to the Department by the Hon. E. S.

Bragg, chairman Committee on Military Affairs, House of Representatives, and to report as follows:

The records of this office show that Martin H. McChesney was mustered into service as captain Company E, Second New York Mounted Rifles Volunteers, with company, to date January 29, 1864, to serve three years.

Muster-roll of company from February 29 to September 1, 1864 (six months' muster), reports him "Absent; sent to the hospital on or about May 22, 1864," and roll for September and October, 1864, "Missing since May 22, 1864; supposed to be a prisoner; error in last roll." Regimental return for May, 1864, is not on file. Return for June reports him "Absent without leave since May 21," and for July "Absent without leave, May 21; reported to be in Libby Prison."

On October 19, 1864, the commanding general Ninth Army Corps (General Parke) requested that Captain McChesney, who had been reported absent without leave since, time unknown, be returned for duty with his regiment in the field, his services being absolutely necessary on account of the small number of officers present for duty with the regiment.

Upon the receipt of that request at this office, Captain McChesney was, on October 31, 1864, published officially for absence without leave, and cited to appear before the military commission, then in session in this city, and make defense to the charge against him. Having failed to appear, he was dismissed the service, to date October 31, 1864, for absence without leave, in special orders from this Department, dated November 30, 1864.

On March 18, 1865, he reported, by letter from this city, to the commissary-general of prisoners as follows: "I have the honor to submit to you the following statement, which I certify upon my honor to be true and correct: I was taken prisoner May 25, 1864, near Bowling Green, Va., and have been held as a prisoner by the rebel government until I made my escape and reported to General Sherman at Columbia, S. C., February 16, 1865. I left General Sherman at Fayetteville, N. C., March 12, 1865, with orders to report to you at Washington." He submitted with his report several letters from officers certifying that they had been prisoners of war with him.

March 20, 1865, the commissary-general of prisoners referred the report to the Adjutant-General with the statement that "There is no record in this office of the imprisonment of Captain McChesney, but the within papers seem to establish his case." And on March 23, 1865, the papers were referred to the military commission before which he had been previously cited to appear for a rehearing, with remark that, "This being a peculiar case, should be very carefully considered." Captain McChesney was notified of the reference, and informed that he could appear before the commission and make defense should he deem it necessary.

The military commission, after mature deliberation, decided that the defense of the accused was satisfactory, and recommended his restoration to service.

The proceedings and report of the commission were, on April 24, 1865, referred to the commanding general Ninth Army Corps (General Parke) for remarks previous to final action by this Department, and returned, May 3, 1865, with the statement that, "As the charge against the party in question arose from my request that he be returned to duty with his command, I would respectfully recommend, in view of the facts in the case, that he be restored to the service." Thereupon, by special orders dated May 11, 1865, from this office, the dismissal of Captain McChesney was revoked, and he was honorably discharged the service to date March 18, 1865, the date he reported as an escaped prisoner of war to the commissary-general of prisoners in this city.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The SECRETARY OF WAR.

[Special Orders No. 222.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, May 11, 1865.

[Extract.]

* * * * * * *

52. By direction of the President, on the report of a board of officers, convened by Special Orders No. 53, series of 1863, from this office, so much of Special Orders No. 424, paragraph 16, November 30, 1864, from this office, as dismissed Capt. Martin H. *McChesney,* Second New York Mounted Rifles, to date October 31, 1864, is hereby re-

voked, and he is honorably discharged the service of the United States, to date March 18, 1865, the date at which he reported as an escaped prisoner of war to the Adjutant-General of the Army. He will receive no final payments until he has satisfied the Pay Department that he is not indebted to the Government.

* * * * * * *

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant-General.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
February 7, 1887.

A true copy:

J. C. KELTON,
Assistant Adjutant-General.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1812.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3170.]

The Committee on Military Affairs, to whom was referred the bill (S. 3170) to authorize the Secretary of War to exchange guns with the R. E. Lee Volunteer Battery, of Petersburg, Va., having considered the same, report as follows:

Your committee recommend the following amendments to the bill, in view of the statements contained in the communication from the Secretary of War which appears below.

Amend by inserting after "steel," in line 4, "or wrought-iron, muzzle-loading."

Amend by adding to the bill the following proviso: "*Provided*, Said brass guns are of the Government model and standard."

WAR DEPARTMENT,
Washington City, February 3, 1887.

SIR: I have the honor to acknowledge the receipt of a communication of the 26th ultimo, inclosing, for the views of this Department, Senate bill No. 3170, to authorize the Secretary of War to exchange four 3-inch rifled steel guns, mounted and otherwise equipped for service, for the four Napoleon 12-inch brass guns, mounted and otherwise equipped for service, of the R. E. Lee Volunteer Battery of the city of Petersburg, Va.

In reply, I beg to advise you that the Chief of Ordnance reports upon this matter, that if the brass guns are of the Government model and standard he sees no objection to their exchange for an equal number of our 3-inch wrought-iron muzzle-loading rifles. He also reports that there are no 3-inch steel guns on hand.

The bill is herewith returned.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

The ACTING CHAIRMAN *Committee on Military Affairs, United States Senate.*

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1813.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. HAWLEY, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 228.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 228) for the relief of James Roach, having considered the same, submit the following report:

The committee find the facts to be as stated in House Report No. 2878, Forty-ninth Congress, first session, which said report is hereto annexed and made part of this report, and is as follows:

This is a bill to remove the charge of desertion now standing against James Roach, late a private in Company E, Seventeenth Regiment Connecticut Volunteers.

The grounds upon which the claim for relief is based are as follows: That the said Roach at the time of his alleged desertion was insane, and not responsible for his acts, and that he continued to be insane until his death, January 6, 1865, of inflammation of the brain.

The proof that the said Roach was insane at the date of his alleged desertion, and not responsible for his acts, and that he so continued to the date of his death, is clear and conclusive, as will appear from extracts of the evidence given below.

The committee report back the bill with the recommendation that it do pass.

George C. Lees, late first sergeant Company E, Seventeenth Connecticut Volunteers, testified that he was well acquainted with Roach; knew him to be of a nervous temperament and easily excited; that for nearly a year he performed all the duties required of him; at the end of that time he began to show symptoms of mental derangement, which became more and more manifest until his death, at Saint Augustine; for more than a month previous to his death his mind was utterly gone, and in that state he died; that it is his firm belief, based upon close observation previous to and subsequent to the battle of Gettysburg, that James Roach was not of sufficiently sound mind to comprehend a soldier's duties, or to be responsible for his actions; that the officers of the regiment considered that he was feigning sickness for the purpose of procuring his discharge; consequently he was treated with undue severity; that he (affiant) was satisfied at the time, and subsequent events confirmed him in his belief, that Roach's sickness and mental derangement was unfeigned and real.

James A. Perry, former corporal Company E, Seventeenth Connecticut Volunteers, testified that he well knew Roach; that said Roach showed symptoms of mental derangement previous to the battle of Chancellorsville; that his actions at different times were not those of a man of sound mind; that affiant witnessed manifestations of insanity in Roach during the campaign in Virginia and previous to the battle of Gettysburg; that he believes, from close observation, that Roach was of unsound mind and not responsible for his acts; that his insanity and death were caused by the necessities of the service, together, perhaps, with a nervous and excitable temperament, which he seemed to possess.

Henry P. Burr, late captain Company E, Seventeenth Connecticut Volunteers, testified to the same effect as Perry, up to the time of Roach's desertion.

James E. Hubbel, formerly first sergeant, lieutenant, and captain, Company E, Seventeenth Connecticut Volunteers, testified that at the time of Roach's desertion he was in command of the company, and believes that Roach, at the time of his alleged desertion, was of unsound mind and not responsible for his acts, and that his insanity was not feigned, but continued until his death.

Rufus Wakeman, formerly corporal Company E, Seventeenth Connecticut Volunteers, testified that he was well acquainted with Roach; that he, Roach, during the campaign in Virginia and previous to the battle of Gettysburg, showed unmistakable symptoms of insanity, and that he believes Roach was insane at the time of his alleged desertion and not responsible for his acts.

Sabine Stocking swore that he was surgeon of Seventeenth Connecticut Volunteers from April 18, 1864, until the regiment was mustered out, July 19, 1865; was with the regiment at Saint Augustine, Fla.; well remembered James Roach, and that, for some reason, he was not on duty. He appeared singular and acted queerly; does not remember anything about his having attempted desertion; remembers that he was sent into the hospital, and at that time, and all the time he was in hospital, he was evidently deranged. * * * That he testified from memory, but distinctly remembered the facts stated.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1814.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 8, 1887.—Ordered to be printed.

Mr. HAWLEY, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 9339.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 9339) granting the right of way to the Prescott and Arizona Central Railway Company across the Whipple Barracks Military Reservation, in Arizona, having considered the same, submit the following report:

The committee recommend that the said bill do pass, and submit herewith a letter from the Secretary of War approving of the passage of the bill, as follows:

WAR DEPARTMENT,
Washington City, December 8, 1886.

SIR: I have the honor to acknowledge the receipt of your letter of the 4th instant, requesting my approval of House bill 9339, Forty-ninth Congress, first session, granting the right of way to the Prescott and Arizona Central Railway Company across the Fort Whipple Military Reservation in Arizona.

In reply, I beg to advise you that a report on the bill in question, from the Adjutant-General was transmitted to the House Committee on Military Affairs on the 6th instant, from which it appears that the proposed railroad would greatly facilitate the transportation of troops and supplies, and that the passage of the bill is therefore approved and recommended by the military authorities.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War

Hon. C. C. BEAN,
House of Representatives.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1815.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 6712.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 6712) for the relief of William N. Canady, have examined the papers in the case, and report the bill favorably and recommend its passage. The House report on this measure would seem to contain all the material facts necessary to a full understanding of the character of the relief sought and reason for legislative interference, and your committee accordingly adopt it, and it is hereto annexed.

The committee have carefully considered this bill and have examined the records of the War Department, together with other evidence affecting the right of the claimant to relief.

The records and reports of the Adjutant-General show—

"That William N. Canady was enrolled September 5, 1861, to serve three years, in Company A, Eighth Iowa Volunteers, and re-enlisted as a veteran January 1, 1864, in the same company and regiment. His entire service was honorable up to July, 1865, when he was convicted of manslaughter by a general court-martial convened at Montgomery, Ala., and sentenced 'to be reduced to the ranks [from corporal] and to be confined at hard labor for ten years * * * and to forfeit to the United States all pay and allowances now due or to become due.'"

This sentence was duly approved, confirmed, and promulgated September 23, 1865, and he was sent to the military prison at Nashville, Tenn., October 16, 1865, and was from there sent to the penitentiary at that place, where he remained until December 21, 1865, when the unexpired portion of the sentence was duly remitted, and he was released and ordered to report to the chief mustering officer of Iowa for muster out and discharge. He reported on July 31, 1866, and was discharged in conformity with the order hereinafter set forth.

In March, 1886, a petition signed by all the officers and enlisted men of the Eighth Iowa Volunteers and by a large number of prominent citizens of Iowa, indorsed by the adjutant-general and governor of Iowa, was forwarded to the Secretary of War, praying for full restoration to duty and reinstatement of Canady on account of his long and faithful service and their belief in his innocence, &c.

At the time of the commission of the alleged "manslaughter," Canady was on duty as corporal of the guard, on the night of July 4, 1865, at a low dance-hall called "Estelle Hall," in Montgomery, Ala.; that a dance was in progress, attended by soldiers and officers of the Army and by citizens of Montgomery and courtesans.

The person killed was Lieut. Charles A. Johnson, of the Eleventh Wisconsin Volunteers, who was dressed in citizen's clothing, having on a white shirt and pants, but no coat, and wearing no insignia of rank. He had created several disturbances with various persons in the hall, evidently being under the influence of liquor, and was killed by Canady, by an accidental stab of the bayonet, while trying to arrest him under orders of the commanding officer of the guard. The deceased was unknown to the corporal and resisted all attempts at his arrest, saying "he was an officer and that they had *not guards enough to* arrest him."

There is very much evidence in the case, but the gist of it all is stated above. There is not the slightest evidence to show malice or any improper motive, or overofficiousness or hasty action on the part of Canady.

The tolerance of such a dance by the military authorities is questionable, but the attendance upon it by officers, for whom it is a charity to say "they must have been drunk," was a most disgraceful thing.

The corporal was present on duty; these officers were present on a debauch with females of the lowest and vilest order. An officer was killed in resisting an arrest which would have led to an exposure, and the corporal, who was acting in strict obedience to orders, had to pay the penalty by the judgment of a court composed of officers at the same post, and having that pride of caste, unless they were exceptions to humanity, which would strongly incline them to shield their fellows and shift responsibility elsewhere.

The committee do not believe that a subordinate may safely challenge the correctness of the order of a superior, in time of war at least. Nor may he hesitate, when upon guard duty, in making arrest, to determine whether he may not accidentally do some bodily injury in case of resistance, or how he may avoid it. A soldier commanded to keep peace in a dance-hall, surrounded by drunken harlots and drunken men, must act promptly and cannot weigh exactly the force of a blow, or discriminate exactly between parts of the body where the thrust may injure little or much.

The committee believe, under all the circumstances, the man should have been acquitted, and that there was no evidence of anything done, on his part, which took him out of the protecting shield of the order from his superior officer, and therefore report the bill favorably, and recommend its passage.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1816.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 7971.]

The Committee on Pensions, to whom was referred the bill (H. R. 7971) granting a pension to Mary Wood, have examined the same, and report:

This is one of the meritorious cases in which a pension is granted to an Army nurse. The House report is adopted, and is as follows:

Mrs. Wood was an Army nurse, and was with the Seventh Missouri Cavalry Volunteers from September, 1861, to November, 1864, and was wounded in the shoulder. Her services and experience are best stated in a memorial to Congress signed by twenty-four of the officers and enlisted men of said regiment, as follows:

"KIRKSVILLE, MO., *March* 11, 1886.

"*To the Forty-ninth Congress of the United States of America:*

"We, the undersigned officers and members of the Seventh Missouri Cavalry Volunteers, would respectfully represent to your honorable body that one Mrs. Mary Wood, a citizen of Kirksville, Mo., was an Army nurse in the aforesaid regiment from September, 1861, to November, 1864, by order of Col. Daniel Huston, jr., of the United States Army. Her husband, David Wood, was a member of Company C, same regiment. She was in the battle of Prairie Grove, and all other engagements in which the regiment took part, and while the invalid part of the regiment was on board of a steamer *en route* for Little Rock, Ark., the steamer was fired on and she was wounded, and the ball still remains in her shoulder, and from this wound she is disqualified from the performance of manual labor. She is poor, and depends upon the labor of herself and invalid husband for support.

"We, the aforesaid officers and members of the aforesaid regiment, knowing the foregoing facts to be true, and knowing said Mary Wood, who is sixty-six years of age, to be a woman of good character, would respectfully pray your honorable body to enact some law whereby she may be either placed upon the pension-roll or may gain some relief, or for any other relief which to your honorable body may seem just and proper."

Drs. Burton, Goben, and Grove, the board of examining surgeons at Kirksville, examined Mrs. Wood on April 28, 1886, and report:

"We find a gunshot wound of left shoulder. Ball entered over and probably fractured acromion process, passed down the bicipital groove and remains embedded in the deltoid muscle, 3 inches from entrance; ball about .32 caliber. One inch atrophy of left shoulder. Motions cramped and impaired one-half. Degree of disability about one-half."

Maj. A. H. Linder and Lieut. T. C. Harris, of said regiment, testify April 29, 1886, that the facts stated in the memorial aforesaid are true.

The fact of the service of claimant, her being wounded while in line of duty, and her present disability therefrom are clearly established.

The bill is reported favorably with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1817.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8469.]

The Committee on Pensions, to whom was referred the bill (H. R. 8469) granting a pension to John Moran, have examined the same, and report:

The testimony in this case shows that the claimant was sound when he enlisted and that his disability is a result of his service. The House report is adopted, and is as follows:

The claimant, late of Company H, One hundred and second Regiment, New York Volunteers, in his declaration for pension, rejected by the Pension Office, claims disability from a gunshot wound of the left leg, received in the early part of April, 1862, by the accidental discharge of a musket while on camp guard, and heart disease contracted at Kalorama Heights, District of Columbia, from exposures at various times in March and April, 1862. The soldier having been in the service for over six months at the time of the incurrence of his disabilities, no proof of prior soundness, by rulings of the Pension Office, was necessary in the prosecution of his claim.

The records show the soldier sick in Carver Hospital during the months of April, May, and June, 1862, and discharged from service on May 28, 1862, on surgeon's certificate of disability, with varicose veins of both legs.

Samuel McCoy and Laban Raynor, two comrades, testify that the soldier received a gunshot wound while on guard, in April, 1862, and was taken to the hospital for treatment.

Dr. Charles S. Goodrich, surgeon, testifies that the soldier was under his professional treatment for a gunshot wound of left leg and heart disease for some days prior to being sent to hospital. He is unable to state the circumstances under which the disabilities originated, but remembers distinctly his treatment of soldier, as stated, in service, and afterwards sent him to the hospital.

The board of examining surgeons report the soldier five-eighths disabled.

The testimony of a number of witnesses shows clearly that the soldier at enlistment was a sound man and free from the disabilities for which he claimed pension, and that since his discharge he has suffered continuously from varicose veins resulting from the gunshot wound of left leg and heart disease, and thereby largely incapacitated for work. This claim was submitted for admission by the examiner, rating the disabilities of claimant at one-half since date of his discharge from service, but rejected by the reviewer.

The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1818.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8720.]

The Committee on Pensions, to whom was referred the bill (H. R. 8720) granting a pension to William B. Eve, have examined the same, and report:

The evidence in this case shows that the claimant contracted disease while in the service, and that he is disabled to a pensionable degree. The House report is adopted and is as follows:

William B. Eve enlisted as a second lieutenant, Forty-ninth Kentucky Infantry Volunteers, on the 22d of December, 1863, and was discharged on the 26th of December, 1864, on surgeon's certificate of disability, for chronic diarrhea.

Claim was rejected on the ground that the disability was incurred prior to enlistment in the United States service.

Abundant testimony is adduced, by claimant's officers and family physician, showing that he was a sound man prior to enlistment, and especially free from diarrhea.

Stephen Golden, captain of claimant's company, states that he had known claimant for the last fifteen years; that he contracted chronic diarrhea while in service and line of duty at Camp Nelson, Ky. He was a man of good, sound health at time of enlistment.

Thomas Catron, captain Company B, claimant's regiment, states claimant contracted chronic diarrhea at Camp Nelson, Ky., while in service and line of duty.

James H. Tinsley, regimental adjutant, makes affidavit same as above.

Dr. J. M. Dishman, Barbourville, Ky., states while claimant was in service he came home sick with chronic diarrhea; treated him for same; he had said disease when discharged, and has had it ever since.

Jesse Mallingley, first lieutenant, makes substantially same statement as Captain Golden; also Thomas N. Jones, Henry Smith, George W. Brown, and John C. Dixon, comrades, of claimant's regiment, bear testimony to the same.

Assistant Surgeon H. W. Hogan states that on or about May 10, 1864, at Camp Burnside, Ky., claimant contracted chronic diarrhea, result of fatigue, &c.; treated him for said disease from May, 1864, until his discharge. Before said May, 1864, claimant was, in affiant's opinion, a sound, healthy man, and affiant knows that he was free from chronic diarrhea.

N. C. Miller, regimental surgeon of claimant's regiment, testifies that claimant was afflicted with chronic diarrhea in May and June, 1864, and on his certificate of said disability he was granted leave of absence; he also testifies that in his opinion claimant was suffering with diarrhea for six months prior to that time.

The evidence is conclusive that since claimant's discharge from the service he has suffered from chronic diarrhea, and at no time has he been able to perform manual labor in such a degree as to make his living.

T. S. Manning, examining surgeon, in examination April 29, 1885, gives him a rating of total.

After a thorough examination of the testimony on file in this case, your committee are of the opinion that claimant incurred his disability while in the service and in the line of duty, and think the claim a meritorious one.

The bill is reported favorably with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1819.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6188.]

The Committee on Pensions, to whom was referred the bill (H. R. 6188) granting a pension to John A. Fagg, have examined the same, and report:

The report of the House committee is as follows, and is adopted:

John A. Fagg was lieutenant-colonel of First Regiment North Carolina Volunteers in the Mexican war, during which he contracted typhoid fever, and this resulted in chronic diarrhea, at Buena Vista, Mexico, in 1847.

The bill is reported favorably with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1820.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8818.]

The Committee on Pensions, to whom was referred the bill (H. R. 8818) granting a pension to Frederick Dierking, have examined the same, and report:

The evidence on which this bill received the favorable action of the House is fully detailed in the report of the House committee, which is adopted, and is as follows:

Dierking enlisted in Company H, Eighteenth Regiment Missouri Volunteers, December 13, 1861, and was discharged upon surgeon's certificate of disability, June 12, 1862, because of double inguinal hernia. He applied for pension on account of gunshot wound of left lumbar region, received at battle of Shiloh, Tenn., April 6, 1862, and double inguinal hernia received at the same time and place. His claim for pension has been rejected by the Pension Office on the ground that there is no pensionable degree of disability from the gunshot wound, and that the hernia existed prior to enlistment. The rejection for the latter disability is based upon the statement of Surgeon McMartin, made in the certificate of disability, to the effect that claimant was afflicted with double inguinal hernia before enlistment.

The record shows that claimant was wounded at the time and place alleged, but furnishes no information, except as above stated, regarding the double hernia. The surgeon heretofore referred to had no personal knowledge of claimant's physical condition prior to enlistment, neither was he advised thereof through official sources, because the certificate of disability states that no descriptive roll is on file at the hospital. Claimant is a German, and, as shown in evidence, was at that time unable to speak English intelligently. In support of his claim, he has filed the affidavits of a number of neighbors who have known him for many years in Germany as well as in this country, some of whom crossed the ocean with him, and who are shown to be reputable persons, setting forth in the most positive terms claimant's freedom from hernia at enlistment.

Claimant, in his own behalf, testifies that he was wounded about 8 or 9 o'clock on the morning of the battle; he then made his way toward the hospital boat, being closely pushed by some of the enemy. The only person with him was Comrade Roesch. On the way to the boat he was compelled to jump a ditch. Shortly thereafter he felt something give way, accompanied by a sharp, stinging pain in the abdomen. This injury developed into a double hernia before he reached the hospital at Cincinnati.

Corporal Roesch testifies that he was with the claimant when making his way toward the hospital boat after having been wounded, and then heard him complain of pains in his belly. Was intimately acquainted with the claimant prior to and during service, and would have known it had he been ruptured prior to the battle of Shiloh.

In view of the adverse record, heretofore referred to, and the positive parole evidence of prior soundness, the case has been undergoing special examination by the officers of the Pension Office.

While this special examination has failed to elicit any further information as to the precise circumstances under which the injury was incurred, yet nothing has been obtained, after the most careful and thorough inquiries on the part of the examiners, to corroborate the adverse statement of the surgeon.

Medical examination shows a large scar immediately above the crest of the left ileum; the cicatrix is large. Ball entered over the anterior portion of tenth rib, passed downward and backward and made exit about three inches from point of entrance. The hernial protrusions are very large, completely burying the penis.

While there may not be a great degree of disability from the wound, there is a very serious disability by reason of double hernia. That the same was contracted under the circumstances alleged, there can hardly be any doubt. No person suffering from such an unusual large hernia could have served for months without it coming to the knowledge of his comrades.

The bill is reported favorably with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1821.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 306.]

The Committee on Pensions, to whom was referred the bill (H. R. 306) granting a pension to George Schneider, have examined the same, and report:

This is the case of a soldier who served in the Regular Army from 1840 to 1845, and who claims to have contracted disease from unwholesome food, while in said service. The House report is adopted, and is as follows:

The Committee on Pensions, to whom was referred the bill (H. R. 306) for the relief of George Schneider, beg leave to report, that this soldier enlisted in Company G, of the Third Regiment of United States Artillery, on the 21st day of July, 1840, and was discharged from the service on the 21st day of July, 1845, by reason of expiration of term of service.

He alleges that he became afflicted with scurvy in March, 1841, while in the line of his duty as a soldier, and as the result of being compelled to eat unwholesome food. His military record shows that he was sick during the months of March and April, 1841, although the nature of the disease is not specified, but the other evidence in the case, being the testimony of the claimant himself, of Dr. G. H. Fuller, of Buda, Ill., and of neighbors of the claimant, satisfies your committee that this soldier is disabled in a pensionable degree; that the disability resulted from scurvy; that the disease (scurvy) was contracted by him in the line of his duty as a soldier, as alleged in his application for pension now on file in the Pension Office.

The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1822.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. MAHONE, from the Committee on Public Buildings and Grounds, submitted the following

REPORT:

[To accompany bill S. 3254.]

The Committee on Public Buildings and Grounds of the Senate, in connection with Senate bill 3254, beg leave to report as follows:

First. That it appears that when the public building at Omaha was planned the population of the city was only fifteen thousand, and now it is eighty thousand.

Second. That the necessity for enlarged accommodations is sufficiently shown by the annexed letters, A and B.

A.

CUSTOM-HOUSE, OMAHA, NEBR.,
SURVEYOR'S OFFICE, *December* 2, 1886.

SIR: Inclosed please find a communication addressed to me by the Hon. Charles K. Coutant, postmaster in this city, which fully explains itself. Owing to the great and rapid growth of this city, it is very doubtful if there is another Government building in the entire country that is so cramped for room in which to transact the public business as is this. I have consulted with a number of persons who are fully acquainted with the situation, wishing to get from their knowledge and experience the best plan for bringing this matter before the proper authorities, and it seems to be the opinion of all that it will require the presence of a Government architect and a thorough examination by him of the premises in order to present the matter in the way it should be before Congress. If there is anything special in the way of information which is in my power to furnish you, I will be pleased to do so.

Very respectfully,

R. C. JORDAN,
Custodian.

Hon. CHARLES F. MANDERSON,
United States Senate.

B

UNITED STATES POST-OFFICE,
Omaha, Nebr., November 24, 1886.

SIR: The rapid growth of this city and the consequent increase of business in this office will necessitate, at a very early day, enlarged facilities for its transaction. I do not see how it will be posible to transact the business of this office with the present room much longer; within the last three years the business of the office has nearly doubled.

The gross receipts for the year ending June 30, 1883, were $101,019. For the year ending June 30, 1887, estimating upon the receipts for the first four months of the fiscal year, the income of the office will exceed $145,000; postage in the mean time having been reduced on letters 33⅓ per cent., and second class-matter 50 per cent. Had the postage remained the same as in 1883 the receipts for current year would approximate closely to $200,000, showing that the business in three years has about doubled.

In December, 1883, the number employed in the office in various capacities—clerks and letter-carriers—was thirty-one. At this time the number is fifty-two, to which two additions will be made December 1. Should the increase of business continue in the same percentage in the immediate future an increase of at least ten persons would be required to the force each year.

Nearly every department is now in want of more room, and steps should be taken to secure it the earliest day possible.

Respectfully,

CHAS. K. COUTANT,
Postmaster.

Hon. R. C. JORDAN,
Custodian, Omaha, Nebr.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1823.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. DOLPH, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 1883.]

The Committee on Claims, to whom was referred the bill (S. 1883) to refer the claim of the owners of the property known as Tift's Wharf, at Key West, Fla., to the Court of Claims for adjudication, having had the same under consideration, report:

Said bill is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the claim of the owners of the property known as Tift's Wharf, at Key West, Fla., for the use and occupation by the United States from the 1st day of January, 1862, to the 13th day of January, 1868, be, and hereby is, referred to the Court of Claims for adjudication: *Provided,* That no payment for the use of said property shall be allowed for any period during the war to any person who was not loyal to the Government of the United States during said war: *And provided further,* That an appeal may be taken to the Supreme Court, as provided by law in other cases, by either party.

A bill for the relief of the claimants was presented at the first session of the Forty-ninth Congress, and referred to the Committee on Claims, which made a report upon the same of which the following is a copy:

[Senate Report No. 189, Forty-ninth Congress, first session.]

The Committee on Claims, to which was referred the bill (S. 438) for relief of James Filor, William Curry, and William Pinkney, having had the same under consideration, report:

It is proposed by the bill to authorize and require the Secretary of the Treasury to pay to James Filor, William Curry, and William Pinkney, or their legal representatives, the sum of $31,666.66 for rent of wharf and warehouse property at Key West, Fla., from January 1, 1862, to March 4, 1867, alleged to be due them from the United States under a written agreement made by First Lieut. J. S. Gibbs, First Artillery, United States Army, and acting assistant quartermaster on behalf of the United States, on the 24th of January, 1862.

The claimants brought suit against the United States in the Court of Claims in January, 1867, for the sum of $30,000, as rent of the property described in the bill from the 1st day of January, 1862, to the 1st day of January, 1867. The case was decided at the September term, 1867, and the court found—

"1. That Asa F. Tift was a citizen of Key West, in the State of Florida, and resided there from 1838 to 1861, and owned and was seized in fee of the premises known as Tift's wharf in Key West.

"2. That he was a member of the convention which passed the ordinance of secession of the State of Florida from the Union, and signed that ordinance on or about the 9th of January, 1861.

"3. That on the 21st day of May, 1861, he made his letter of attorney to Charles Tift, of Key West, and thereby authorized him to sell and convey all or any part of his real and personal property "on the island of Key West," with the intent of leaving Key West in adherence and allegiance to the State of Florida in her secession from the United States.

"4. That in said month of May, and after executing and delivering said letter of attorney, the said Asa Tift, in fulfillment of his purpose of joining the Confederates

against the United States, left Key West, then and thereafter in the possession of the United States, and went to reside in Albany, in the State of Georgia, and resided there, within the Confederacy, during the whole war of the rebellion, and the said facts were known to the petitioners before December 25, 1861.

"5. That on the 28th day of December, 1861, the said Asa F. Tift, by his attorney, the said Charles Tift, conveyed the premises to the petitioners as tenants in common in fee simple by deed of that date, duly executed, delivered, and recorded, in consideration of the sum of $18,000 paid and received.

"6. The said sum of $18,000 was paid in the negotiable notes of the respective grantees in the proportion of one-third each, $1,000 payable by each on demand, and the residue payable in one, two, three, four, and five years, with interest at 6 per cent., and the said notes were retained by said Charles Tift during the rebellion, by an agreement between him and the promisors, and were not delivered to said Asa F. Tift till after his pardon. He now holds the same uncollected in any part.

"In December, 1861, the officers of the quartermaster's department at Key West desired possession of Tift's wharf and its appurtenances for the use of the United States, and it was needed therefor; but the petitioners were disinclined to lease it, and refused to do so; and then, and for the purpose of effecting a lease of it, Maj. B. H. Hill, commanding at Key West, caused to be issued an order for its seizure in the following terms.

[Order No. 3.]

"HEADQUARTERS TROOPS,
"*Key West, Fla., January* 13, 1862.

"The property known as Tift's wharf, including those houses, cisterns, offices, and wharf property of every kind, will be taken possession of for the use of the quartermaster's department of the United States Army, an accurate inventory of which will be made, with a view to compensation thereafter.

"By order of Major Hill.

PAUL ROEMER,
Lieutenant, Fifth Artillery, Post Adjutant.

"And under the pressure of this order an arrangement was made to lease it on the terms mentioned in the contract, which were approved by Major Hill, who canceled the order for the seizure of the wharf, and the lease was then executed with his sanction and approval.

"7. By the said lease or agreement, dated 24th of January, 1862, the petitioners leased the premises to the United States for one year, from the 1st day of January, 1862, and as much longer as might be required, for the quartermaster's department, at an annual rent of $6,000, to be paid quarterly; and under the said agreement the officers of the quartermaster's department entered upon and took possession of the premises, and used them in the service of the United States, from the 1st day of January, 1862, to the 1st day of January, 1867, with a full knowledge of the facts above stated, viz, that the petitioners derived their title from A. F. Tift, who had adhered in allegiance to the State of Florida in its secession from the Union, and had left Key West and joined the Confederates, and was with them in open war with the United States when the deed from him to the petitioners was made and delivered.

"8. That no rent has been paid under said agreement or lease, or for the use and occupation of the premises, and the lease was not approved by the quartermaster-general, and was not disapproved till 8th February, 1866.

"9. On the 12th day of February, 1866, Brevet-Brigadier General Seymour, having succeeded to the command at Key West, issued the following order:

[Special Order No. 13.]

"HEADQUARTERS, *Key West, Fla.*

"The accountability for the wharf and storehouse property known as 'Tift's' will be transferred from the papers of the acting assistant quartermaster at this post to the monthly return of confiscated property, rendered by the commanding officer to department headquarters.

"By order of Brevet Brigadier-General Seymour.

"PAUL ROEMER,
"*Lieut. Fifth U. S. Artillery, Post Adj.*

"And in return made by T. Seymour, captain, Fifth Artillery, February 28, 1868, of 'confiscated property occupied by the United States military authorities at Key West, Florida,' the premises were specified.

"10. The said A. F. Tift received from President Johnson 'a full pardon and amnesty for all offenses by him (the said Tift) committed, arising from participation, direct or implied, in the said rebellion,' and said pardon was dated 20th July, A. D. 1865."

The court decided as points of law—

(1) That the deed from A. F. Tift to the petitioners was void, as a contract between *enemies.*

(2) That the officers of the Quartermaster's Department at Key West were not authorized to hire for the United States premises the title to which was invalid by circumstances known to the officers at the time the lease was made, and that the United States are not parties to the lease nor liable thereupon.

Peck, J., dissented, holding that Filor and Curry should recover under the lease, but said (we quote from the opinion)—

"Pinkney not having borne true allegiance at all times to the United States, I do not think this court authorized to pronounce a judgment in his favor."

The case was appealed to the Supreme Court, which held that—

"No lease of premises at Key West for the use of the Quartermaster's Department or any branch of it, in 1862, made by the acting assistant quartermaster at that place, was binding upon the Government until approved by the Quartermaster-General, though the action of the subordinate officer in making such lease was taken by direction of the military commander at that station. Until such approval the action of the officers at Key West was ineffectual to fix any liability upon the Government."

The obligation of the Government for the use of the property is what it would have been if the possession had been taken and held without the existence of the lease.

The unauthorized acts of the officers at Key West cannot estop the Government from insisting upon their invalidity, however beneficial they may have proved to the United States.

The claimants thereafter presented their claim to the Southern Claims Commission, and that tribunal reported it to Congress as a claim over which it had no jurisdiction.

It is apparent that the conveyance of the wharf property from A. F. Tift, by his attorney, Charles Tift, to the claimants was collusive. No money was paid at the time of the conveyance; the notes given as the consideration for the conveyance were by agreement with the attorney held by him, and were not delivered to the grantor until after his pardon, and at the time the suit in the Court of Claims was decided no part thereof had been collected. The obligation of the Government to the claimants on account of the occupation of the property is therefore precisely what it would have been to Asa F. Tift if the conveyance from him to the claimants had not been executed.

The property is claimed to have been sold for $18,000, payable in notes. The alleged lease appears to have been executed on the 24th day of January, 1862, for the term of one year, from the 1st day of January of that year, and as much longer as might be required by the United States Quartermaster Department, at an annual rental of $6,000. The rental appears to have been excessive and far beyond the actual value of the property to the United States for the first year, and it is not probable that the possession of the property was retained afterwards with the expectation that the United States should pay rent therefor.

At the time the United States took possession of the property A. F. Tift was—

"Still a Confederate and an enemy, whose lands were subject, by the laws of war (if the United States chose to enforce their rigor), to seizure and confiscation as to their rents and profits (Wheaton, Lawrence ed., 528, citing Vattel), and subject, also, while Mr. Tift's treason continued, to such legislation as the United States might see fit to adopt as to rebels and their property."

Under such circumstances he and his collusive grantees were fortunate in having their property restored to them, and do not at this late day present a case calling for relief by Congress.

Your committee, therefore, recommend that the bill do not pass.

Upon further consideration of the matter the committee are of the opinion that the claimants should be allowed to present their demand for the reasonable value of the use of the property in question to the United States, subsequent to the date of the pardon of the said Tift, July 20, 1865, to the Court of Claims for adjudication.

They therefore recommend that the bill be amended by striking out all after the enacting clause and inserting the following:

That the claim of the owners of the property known as Tift's wharf, at Key West, Fla., for its use and occupation by the United States, is hereby referred to the Court of Claims, and the said court is hereby authorized and required to render judgment in favor of the owners of the then property for the reasonable value of its use and occupation as upon an implied contract for whatever period it was occupied by the United States after July 20, 1865, adjudging nothing for its use or occupation prior to that date, and an appeal may be taken to the Supreme Court as provided by law in other cases.

And that when so amended the bill do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1824.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 1581.]

The Committee on Pensions, to whom was referred Senate bill 1581, *granting a pension to Gertrude K. Lyford, have examined the same, and report:*

The military history of Major Lyford is embraced in the order of the Chief of Ordnance, herewith, announcing his death.

Like many men of the military profession, Major Lyford had little to leave his family besides his good name. For many years of his life a portion of his income was devoted to the assistance of his aged mother and the support of an invalid sister, who are still alive and left to do as best they can.

He left a wife and one child—a son—about six years of age. The child is an invalid, requiring constant personal care. His ailments are constitutional, being severe asthma, with other ailments, and there is little hope that he will ever outgrow them.

Upon the occurrence of the death of Major Lyford his wife was obliged to go out into the world in search of employment for her livelihood and that of her child. This she found in a small establishment on Chestnut street, Philadelphia, where service was rendered from 8 in the morning until 6.30 in the evening at the small salary of $5 per week. In consideration of the low salary a prospective interest in the establishment was promised her, but owing to the falling off of trade and other causes her prospective admission into the business became no longer desirable, and from stagnation in business her services had ultimately to be dispensed with. She has now been out of employment since October 1, 1885, and is located temporarily with friends in this city.

Mrs. Lyford is a descendant of the Paulding family of New York, whose name is honorably inscribed in the history of the country. She is without income, besides her pension, save the sum of about $200 per annum which she receives as a legacy under her grandfather's will. Her combined income she finds insufficient to furnish her a reasonable support and provide the required constant care of a nurse and medical attendance for her child.

In view of the long and honorable service of her husband, and the embarrassed circumstances in which she is left, your committee recommend the passage of the bill.

The following is the official Army record of Colonel Lyford:

The Ordnance Department is called to mourn the loss of one of its prominent officers, Maj. S. C. Lyford, brevet lieutenant-colonel, who died at Frankford Arsenal on the 9th of May, 1885.

Colonel Lyford was graduated at the Military Academy June 24, 1861, and appointed brevet second lieutenant First Dragoons June 24, 1861; second lieutenant First Dragoons June 24, 1861; transferred to Ordnance Department October 24, 1861; assistant at Saint Louis Arsenal, Missouri, November 2, 1861, to February 1, 1862; in command of Cairo ordnance depot, Illinois, February to May, 1862, being detached to the Cumberland River, and present at the surrender of Fort Donelson, Tennessee, February 16, 1862; as assistant ordnance officer in Major-General Halleck's Mississippi campaign May to July, 1862, being engaged in the siege of Corinth May, 1862; as chief ordnance officer Department of Tennessee July 11, 1862, to September 6, 1863, being engaged in the battle of Corinth, Miss.; first lieutenant of ordnance March 3, 1863; operations in Northern Mississippi, November-December, 1862, and campaign and siege of Vicksburg February to July, 1863; brevet captain July 4, 1863, for gallant and meritorious services during the siege of Vicksburg, Miss.; assistant in Ordnance Bureau at Washington, D.C., September 11, 1863, to February, 1864; captain of ordnance September 15, 1863; assistant inspector of ordnance at Reading, Pa., March 8 to September 13, 1864; chief ordnance officer Department of the Cumberland October 4 to December 1, 1864; assistant inspector of ordnance at New York December 5, 1864, to August 26, 1865; brevet major March 13, 1865, for faithful and meritorious services in the Ordnance Department and in the field during the rebellion; brevet lieutenant-colonel March 13, 1865, for gallant and meritorious services during the rebellion; assistant professor of mathematics at the Military Academy August 31, 1865, to June 26, 1867; assistant at Saint Louis Arsenal, Missouri, July 10, 1867, to September, 1868; Charleston Arsenal September, 1868, to December, 1870; headquarters Department of the South, Louisville, Ky., from December, 1870, to January, 1872; instructor of ordnance and gunnery at the United States Military Academy from January, 1872, to June, 1872; June 22, 1872, assigned to duty as principal assistant to the Chief of Ordnance; September 18, 1872, appointed member of board to arrange details for construction of the heavy guns selected by the Heavy Gun Board appointed by General Order 57 of 1872; July, 1874, visited Japan for the purpose of presenting to the Mikado specimens of the arms manufactured in the workshops of the Ordnance Department, &c.; June 23, 1874, promoted to major of ordnance; General Order 28 of 1874, President designated him as chairman of the board of the Executive Departments at the International Exhibition of 1876; May 14, 1878, member of board to prescribe rules, &c., to be observed in opening bids for contracts under the War Department; May 18, 1880, assumed temporary command of the Washington Arsenal; June 16, 1880, assumed command of the Frankford Arsenal; May 24, 1884, appointed president of the board of Executive Departments at World's Industrial and Cotton Exhibition at New Orleans, La.

In the death of Colonel Lyford the Department has lost an officer of ripe experience, of marked administrative and executive ability, and of many strong traits of character. The services he so well rendered during his career were most important and valuable, and gave him great prominence in the Army and country. His social qualities made him many friends, who will mourn his death, while the Department is deprived of the services of one who was cut off in the very meridian of his powers and when a successful future seemed to spread out before him.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1825.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8205.]

The Committee on Pensions, to whom was referred the bill (H. R. 8205) granting a pension to J. W. Gooding, have examined the same, and report:

The facts are clearly and fully set forth in the appended House report, which your committee adopt, and recommend the passage of the bill.

Claimant was a member of Capt. John W. Blivens's company of Arkansas Rangers, enlisting February 23, 1864, and in May, 1867, filed a declaration for a pension, alleging that in an engagement with the enemy near Kingston, Ark., March, 1864, his hand was penetrated by the ramrod of his gun, from which wound amputation of the right hand became necessary. The organization to which this claimant belonged was never regularly mustered into the United States service, but it appears from the evidence that they were under the direct orders of a United States Army officer, and were engaged in active service.

Col. Thomas J. Hunt testifies:

"I was well acquainted with Capt. J. W. Blivens, who commanded a company of Arkansas Rangers. They were organized and mustered into service as Arkansas Rangers, and not into United States service, by order of Maj. Gen. J. M. Schofield, commanding department. Said company rendered valuable service to the United States Government by doing constant scouting duty in the counties of Madison, Carroll, Newton, Boone, Franklin, and Johnson, reporting to Col. La Rue Harrison, colonel commanding at Fayetteville."

Capt. J. W. Blivens testifies:

"On the 22d of March, 1864, I being in command of the company, near Kingston, Ark., the company was engaged in a fight with rebels. The said J. W. Gooding, while in the line of his duty, being engaged in the fight, while loading his gun, plunged the end of his ramrod through the palm of his right hand, from which wound his hand and arm inflamed to such an extent as to render amputation necessary to save his life; that the above facts are derived from my personal knowledge of the service and cause of the disability."

Captain Blivens further testifies that he was at the time acting under orders from Col. La Rue Harrison, commanding the First Arkansas Volunteers. Himself and company were sworn into the United States service as independent rangers, and were furnished arms, ammunition, and rations by the United States Government.

Bennett K. Henderson, lieutenant of the company, testifies to the same facts as Captain Blivens.

Captain Blivens further testifies that his company were discharged from duty June 11, 1865, by order of the War Department. In 1868 the Commissioner of Pensions rejected the case on the ground that there was no record evidence. It could hardly be

expected that a company of that kind would keep a careful record of all their casualties. It seems to be clearly established that the company were acting under the orders of a military officer of the United States; that the wound was received while in battle, and that he lost his right hand from the effects of it a few days after. It would seem that this soldier was entitled to a pension from the time he received his disability, and it seems to have been from no neglect on his part to make the proper application that he has not received it. To place him on the pension-roll now seems but partial justice, but your committee believe that he is justly entitled to this recognition.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1826.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8486.]

The Committee on Pensions, to whom was referred the bill (H. R. 8486) granting a pension to Rebecca Morris, have examined the same, and report, recommending the passage of the bill.

Your committee adopt the House report, which sufficiently states the facts.

Claimant is the dependent mother of William E. Morris, late private Company B, Fifty-fifth Massachusetts Volunteers (colored), who enlisted May 17, 1863; discharged August 29, 1865; died October 27, 1878. Claim rejected on the ground that there is no record of the fatal disease while in the service, no medical evidence showing the existence of same in service or at or after discharge, and the claimant declares her inability to furnish same.

William H. Furnoh, comrade, testifies that—

He entered with soldier in Company B, Fifty-fifth Massachusetts Volunteers; had known him many years prior to his enlistment; knew him during service, and also intimately from discharge to death, October 27, 1878. Soldier was a hale, hearty young man when he entered the service; contracted disease of the lungs from exposure at Jacksonville, Fla. Had a severe cough. He remained with the regiment, refusing to go to the hospital, but a great part of the time was excused from duty on account of physical disability. At discharge he had lung disease and a bad cough, from which he never recovered. He died from disease contracted in service. His attending physician, Dr. Bayard T. Smith, is now dead. Soldier prior to his enlistment worked in a brick-yard. While in the Army his health broke down; he complained of pain in the side, had a severe cough, and spat up blood. He was in this condition at discharge, and grew worse, and spitting up blood and corruption, with a severe cough. Was never able to work at his old trade; was unable to perform manual labor, became deaf and blind, with fearful discharges from his nostrils and mouth, from which he died.

Edmund H. Anderson testifies—

That he has known soldier, William Emory Morris—who served as Emory Morris in Company B, Fifty-fifth Massachusetts Volunteers—from the time he was an infant. At enlistment he was a hale, healthy young man, but when he returned from the Army he was suffering from disease of the lungs, and had a severe cough, which he contracted in the service, from which he died.

Dr. Bayard T. Smith, soldier's attending physician, has died since soldier's death. Soldier was never able to perform manual labor after his return from the Army.

Hon. Charles B. Lore, member of the present House from Delaware, states that the character of witness, Edmund H. Anderson, is excellent for truth and he is in every way a reliable man.

The evidence of claimant's dependence on soldier for support is abundant and very strong. Soldier during his lifetime faithfully contributed to his mother's support.

This claimant is at present quite old, and cannot live many more years; is in a condition of abject poverty.

Your committee are of the opinion that this is a worthy case for a mother's pension.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1827.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10021.]

The Committee on Pensions, to whom was referred the bill (H. R. 10021) granting a pension to Mary Lathrop, have examined the same, and report:

An examination of the facts in this case satisfies the committee that the House report (which we adopt) correctly states them. We therefore recommend the passage of the bill.

The claimant was married to Henry Brooks, late private of Company F, Twenty-sixth Regiment Connecticut Volunteers, October 8, 1839. Brooks enlisted August 30, 1862, and was wounded in battle at Port Hudson, May 27, 1863, from the effects of which wound he died July 3, 1863. The claimant was pensioned and continued to draw her pension until January 10, 1877, when she married one Harvey Lathrop, with whom she lived as his wife until his death, January 10, 1879, since which date she has remained a widow.

The evidence before your committee shows that the claiment is now sixty-six years of age; that for several years past she has been a sufferer from palsy and epileptic seizures to such an extent as to render her unable to pursue any calling or perform any labor by which she could obtain a living. Dr. Carleton, who has attended her since 1883, testifies that since his attendance upon her claimant also had a slight apoplectic attack; her walk is very unsteady, and she is gradually growing worse. Her only income is from a trust fund set aside by her last husband, from which she obtains an annual income of $80, the greater portion of which is needed for medicine and medical attendance. There is no one legally bound to assist her. She has, since the death of Lathrop, been cared for in part by a daughter, who herself is compelled to earn a support for her children by sewing. For a large part of her support she is dependent upon the charity of friends. The excellency of her character and reputation is amply shown.

The provisions of the general pension laws preclude her restoration to the pension-rolls. Congress has on several occasions granted relief in similar cases. From the evidence before your committee it is clear that should the relief asked for in this case be granted, the pension-rolls would not be burdened long with this additional beneficiary.

Believing the claimant worthy of the assistance of the Government, for whose preservation her husband laid down his life, your committee report favorably on the accompanying bill, and ask that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1828.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9863.]

The Committee on Pensions, to whom was referred the bill (H. R. 9863) granting a pension to Mary McCoy, have examined the same, and report:

The facts, as appears from the evidence in this case, are correctly and fully stated in the appended House report, which we adopt, and recommend the passage of the bill.

[House Report No. 3285, Forty-ninth Congress, first session.]

The Committee on Invalid Pensions, to whom was referred the petition of Mary McCoy, submit the following report:

The claimant served as a nurse and laundress in Company F, Seventy-first New York Volunteers, from 1861 until January, 1863. She filed her declaration for pension April 7, 1886, alleging that while acting as nurse and laundress at Fairfax, Va., in 1862, she contracted rheumatic pains and affliction, occasioned by washing soldiers' clothes and attending as nurse on the sick and wounded; that she was treated by Dr. MacGowan, previous to her release from the discharge of her duties, who was then the physician attending the regiment; that she was employed in the service in pursuance of an order by and under authority of Medical Purveyor Hand, who authorized Dr. Stocker to obtain services of claimant, and which was to be paid for at the rate of $12 per month during service; that prior to her service she was a woman of good, sound physical health; that she is now partially disabled from obtaining her subsistence by manual labor by reason of her injuries received in the service of the United States. In further support of her claim the petitioner files letter of Maj. Gen. Daniel E. Sickles, Capt. Walter A. Donaldson, and Col. H. L. Potter, and also letter of General John C. Black, Commissioner of Pensions. Said letters are hereto attached and make part of this report.

Your committee report the accompanying bill, and recommend that the same do pass.

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23 FIFTH AVENUE,
New York, April 2, 1886.

This is to certify that Mrs. Mary McCoy, wife of Sergeant McCoy, of Captain Donaldson's Company, in the Second Excelsior (Sickles's) Brigade (Seventy-first New York Volunteers), served as nurse and laundress all through the campaigns of 1861, 1862, and 1863. She was a heroic woman—combining pluck and tenderness in a remarkable degree—devoted to the sick and wounded of her regiment, always marching with it, and *serving the wounded under fire.*

She should have a pension now in her old age, when she suffers from disabilities contracted by her exposure and hardships in service. Not a soldier in the Army better deserves a pension than Mrs. Sergeant McCoy. God bless her.

Mrs. McCoy had *three* brothers in the same regiment and her husband and her brother-in-law, *and another brother* on the U. S. S. Essex who was wounded.

D. E. SICKLES,
Major-General United States Army (retired).

[Camp near Falmouth, Va., Seventy-first Regiment New York State Volunteers.]

JANUARY 5, 1865.

This is to certify that the bearer, Mrs. McCoy, is a most praiseworthy person, honest, trustworthy, and industrious. Her husband was a sergeant in my company, and she passed through (with him) all our campaigns in Virginia up to date.

That she was under fire several times at Fair Oaks, assisting wounded men and helping to cook rations. She passed through all the hardships of the retreat from Fair Oaks to Harrison's Landing, and did good service at the hospital.

Her health has been greatly impaired from her exposure while connected with Company F, as laundress, complaining greatly of rheumatism and pains, after the Fair Oaks campaign, and was, therefore, compelled to return home, and it gives me great pleasure to indorse so remarkable a woman.

WALTER A. DONALSON,
Captain Company F, Seventy-first Regiment Excelsior Brigade.

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377 WEST STREET,
New York City, August 16, 1870.

This is to certify that Mrs. Mary McCoy, wife of Sergeant James McCoy, has been known to me since early part of 1861, and that she is a most praiseworthy, honest, and industrious person, entitled to great credit for her commendable and even heroic service with the Army in the field and in the hospital nursing and watching over our wounded and sick soldiers. She was a faithful attendant upon the wounded and dying soldiers of my regiment during several battles, being on some occasions under fire. The battle-fields of Fair Oaks, Peach Orchard, and Malvern Hill, and even all of the Seven-Days' battles, saw her ministering to them with the heroism of the sterner sex. Any aid or assistance rendered to her or her husband, James McCoy, who was a sergeant in Company F, of my regiment, and who acquitted himself honorably, will be bestowed upon those who merit it and who did not hesitate to hazard their own lives for their country in its times of peril.

H. L. POTTER,
Late Colonel Seventy-first New York Volunteers.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., June 11, 1886.

SIR: I have the honor to transmit the papers in the pension claim of Mary McCoy, who served as nurse and laundress in Company F, Seventy-first New York Volunteers, from 1861 until January, 1863. She alleges that she contracted rheumatism in 1862, from exposure to inclement weather while attending the sick and wounded, washing soldiers' clothing, &c. Her allegations are corroborated by General Daniel E. Sickles, who at that time commanded the Excelsior Brigade, of which the Seventy-first New York Volunteers formed a part, Col. H. L. Potter, who commanded the regiment, and Capt. W. A. Donalson, who commanded Company F, of the Seventy-first New York Volunteers.

This claim, although meritorious, cannot be allowed under the provisions of the pension laws, because the claimant was not enlisted in the Army or Navy of the United States, and it is therefore presented to Congress under the joint resolution approved May 29, 1830.

Very respectfully,

JOHN C. BLACK,
Commissioner.

Hon. C. C. MATSON,
Chairman of Committee on Pensions, House of Representatives.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1829.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 4535.]

The Committee on Pensions, to which was referred the bill (H. R. 4535) granting a pension to Adeliza Perry, has examined the same, and reports that the facts are sufficiently set forth in the appended House report, which the committee adopts and recommends the passage of the bill.

Adeliza Perry was a nurse in the Army, working in the corps of nurses under Mrs. Dorothy Dix. Her term of service was from April 15, 1863, to July 3, 1865. She was stationed at the McDougal Hospital, New York Harbor, for four months, and was then transferred to the Balfour General Hospital, Virginia, where she remained until the hospital was closed, and she was discharged the service. She alleges in a sworn statement that while in such service she contracted malaria, which resulted in so impoverishing her strength and vital energy that from that time forth she has been greatly hindered and impeded in the performance of anything like remunerative labor; that such disability to labor has constantly increased in degree as a result of malaria contracted in the service from the time she was discharged until now she is substantially disabled from all service or labor in procuring her support; that all her means of support have been derived from such labor as she has been able to perform, but with her present inability to labor she is destitute of all manner of support and without means of subsistence.

The accompanying papers on the case show that she was an enlisted nurse, and performed all the duty she claims.

The subjoined affidavit of Almon M. Orcutt, M. D., of Hardwick, Mass., explains itself:

"I have known Miss Adeliza Perry since 1849, having been the family physician of her sister with whom she resided at that time. I have been her physician at different times since that date. She enjoyed good health previous to her entering the hospitals as nurse, under Miss Dix, during the war. I know of my own personal knowledge that she was on duty up to the close of the war. Just after her discharge from the service I prescribed for her, at which time she was suffering from malaria, and it has been her constant enemy since that date, rendering her a partial invalid all the time from its insidious attacks."

Hon. W. W. Rice, member of Congress, of Massachusetts, in a note says:

"I have known Miss Adeliza Perry since 1855. She was a teacher in the public schools of Worcester. She was a nurse during the war. Since that time she has resided in Worcester. She is in very feeble health and necessitous circumstances. She is a brave, conscientious, and faithful woman."

Roxanna W. Crooker, Port Henry, N. Y., widow of Dr. Benjamin T. Crooker, who was at different times executive officer and surgeon in charge of Balfour Hospital, states—

"That she knew Miss Perry when she was serving as nurse at Balfour during 1864 and 1865, and that she knew from her husband, as well as from all the officers there, that she was considered a most faithful and efficient nurse."

Your committee report back the accompanying bill and recommend its passage, with the following amendment: Add at the end of the bill the following, "and pay her a pension of $12 per month."

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1830.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 5629.]

The Committee on Pensions, to which was referred the bill (H. R. 5629) granting a pension to Thomas G. Polley, has examined the same, and reports:

The facts are correctly and fully stated in the appended House report, which the committee adopts, and recommends the passage of the bill.

Thomas G. Polley enlisted as a private August 15, 1862, in Company H, One hundred and tenth Illinois Volunteers, and was discharged June 8, 1865.

The claim was rejected by the Pension Office on the ground of "no record and no competent evidence of origin."

Claimant states in the latter part of 1862, at Stone River or Murfreesborough, Tenn., he was marched into battle with the measles broke out upon him, and waded Stone River, and after the battle was over he was placed on picket duty, and there became unconscious, and was removed to hospital, Nashville, Tenn., with typhoid pneumonia.

Adjutant-General shows claimant was in hospital at Nashville, Tenn., in December, 1862, and remained to 30th April, 1863, and in hospital at Big Shanty, Ga., in June, 1864.

W. C. Pace, claimant's regimental surgeon, states he examined him before he entered the service and found him free from disease.

W. Polley and J. R. Polley, neighbors, knew claimant from infancy, and know he was free from any disease.

F. J. Hoge, John and James P. Brown testify claimant was a sound, stout, and able-bodied man before he enlisted.

J. L. Murphy, claimant's sergeant-major, states, near Nashville, Tenn., claimant took the measles and was sent to the hospital and remained away for several months.

R. G. Williams, claimant's late sergeant, testifies in November, 1862, claimant took the measles and was taken to the hospital at Nashville, Tenn., and remained absent several months, and never had good health afterward during the war. Claimant's disease seemed to result in general debility, diarrhea, weak lungs, &c., and claimant in July, 1864, got so bad he was unable to keep off the flies, and that he kept the flies off and picked fly-blows off the claimant, and that claimant was sent to hospital at Chattanooga, and says when claimant was sent off he never expected to see him again alive.

J. P. Campbell and William T. Cunningham, privates in claimant's regiment, state substantially as above.

Doctors testify to claimant having a broken-down constitution.

John Brown, neighbor, testifies claimant took dinner with affiant the day he came home from the Army and that he was in very feeble health.

Other neighbors testify claimant to have been sound at enlistment, but now has a broken-down constitution.

Examining surgeons report him three-quarters disability.

Your committee, from the facts in the case, think the claim a meritorious one and recommend the passage of the bill.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1831.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 7504.]

The Committee on Pensions, to which was referred the bill (H. R. 7504) granting a pension to Larkin Delph, has examined the same, and reports:

The facts as shown by the evidence in this case are clearly and correctly stated in the appended House report, which the committee adopts, and recommends the passage of the bill.

Larkin Delph enlisted as a private, Company E, Seventh Kentucky Volunteers, August 19, 1861, and was discharged April 5, 1863, on surgeon's certificate of disability. He filed claim for pension June 19, 1869, alleging that he was accidentally wounded by a shot which entered below the heart and came out on the left side of the backbone; that it took place at Mount Vernon, Ky., in October, 1861.

His claim was rejected on the ground of no record as to origin of alleged gunshot wound and claimant's declared inability to furnish the testimony of an officer or comrades or other competent evidence showing incurrence in line of duty.

Col. T. T. Garrard, Seventh Kentucky Volunteers, testifies he has known claimant prior to and since the war; that while in hospital, Mount Vernon, Ky., claimant was shot; has seen the wounds, but does not know the circumstances of wounding; after his recovery he returned to his regiment, and was discharged. Has heard him complain of it frequently since.

Capt. P. B. White, Company E, Seventh Kentucky Volunteers, Manchester, Clay County, Kentucky, testifies claimant was taken sick with the measles, and was sent to hospital at Mount Vernon, Ky.; when he returned to the company, he was wounded just below the nipple by a gunshot; does not know how it happened; was not present at the time; that he was a sound man at enlistment.

Dempsey Wilder, corporal, Company E, Seventh Kentucky Volunteers, testifies, in 1861, at camp Wildcat, Ky., soldier had measles and was sent to Mount Vernon, Ky., and was reported shot; saw him afterward and there was a bullet-hole near pit of his stomach; don't know if he done any duty afterward. His discharge was reported granted on account of said wound. Has complained of wound hurting him since discharge.

James Hooker, private, Company E, Seventh Kentucky Volunteers, testifies that claimant and himself were sent to hospital at Mount Vernon, Ky., and were given the limits of the town by the surgeon for exercise; that claimant, in October or November, 1861, while walking across the street from the hospital, was shot; heard report of gun; went to him and saw he was wounded, and it was reported that Jacob R. Brown was the person who wounded him; that he did it by letting off his pistol by accident. That he was treated for wound there; that he still complains of said wound.

Jacob R. Brown, of London, Laurel County, Kentucky, testifies over signature, that on or about the 19th of October, 1861, at Mount Vernon, Ky., he was in a house where several persons were assembled, among them the claimant, who was a private, Company E, Seventh Kentucky Volunteers; that he, Brown, had a pistol in his hand, and by some accidental means the pistol was fired and the ball entered the body of the claimant, passing through it near the heart; that claimant was carried to the court-house in Mount Vernon, and there remained for some time.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1832.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. FAIR, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill H. R. 9122.]

The Committee on Claims, to whom was referred the bill (H. R. 9122) to confer jurisdiction upon the Court of Claims to hear and determine the claims of David Ryan against the United States, having had the same under consideration, report as follows:

From the facts submitted it is difficult to see how the claimant is entitled to a judicial investigation of his claim. The claimant performed certain work under contract, with written specifications; he has been fully paid in accordance therewith; for most of the work for which he asks pay he has already been paid, and for the remainder he is not entitled to pay by any rule of equity or fair dealing.

Your committee recommend that the bill do not pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1833.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. DOLPH, from the Committee on Claims, submitted the following

REPORT:

[To accompany the petition of John Tyler.]

The Committee on Claims, to whom was referred the petition of John Tyler for compensation as private secretary to Hon. John Tyler, Vice-President of the United States from March 4 to April 6, 1841, and as private secretary to John Tyler, President of the United States from the 6th of April, 1841, to the 4th of March, 1845, having duly considered the same, report as follows:

The following is a copy of the petition:

To the honorable the Congress of the United States:

The undersigned, your petitioner, respectfully represents that he served from the 4th of March, 1841, to the 6th of April, 1841, as private secretary to the honorable John Tyler as Vice-President of the United States, and from the 6th of April, 1841, to the 4th of March, 1845, as private secretary to his Excellency John Tyler, as President of the United States, yet that in neither the one capacity nor the other has he ever to this day received from the Government of the United States, or any department thereof, or otherwise, directly or indirectly, one dollar of compensation for said services. Your petitioner further states that a private secretary, with compensation, had been allowed to the Vice-President up to the time your petitioner served in that capacity; and that the President of the United States had been allowed a secretary, with compensation, to sign land patents, but that during the time your petitioner served as private secretarv to the President the position of secretary to sign land patents was filled, not by your petitioner, but by another person. Your petitioner filled the office of private secretary for three years and eleven months, for the most part employing three assistants, maintaining the office with private means all charged against himself, so that finally, at the close of the administration of President Tyler, your petitioner was so impoverished that he was compelled to sell to a friend a gold chain he wore to his watch for thirty-five dollars to enable him to leave Washington for his home in Virginia.

Your petitioner has never before called attention on the part of the Congress to this matter, trusting that without his personal intervention it might occur to some national mind that would have justice meted out to your petitioner, but this never having been done your petitioner now personally appeals to the Senators and Representatives of the nation in Congress assembled for such an appropriation as in their wisdom shall compensate and remunerate your petitioner for his services as stated.

JOHN TYLER, JR.

WASHINGTON CITY, D. C., *February* 16, 1886.

The claimant is the son of the late President Tyler. His age, at the time he claims to have performed the services mentioned in the petition is not stated.

It appears that, prior to the time Mr. Tyler became President, provision had been made for a secretary of the President, who acted as his private secretary, whose duty it was in part to sign land patents, and who received a salary of $1,500 per annum, and that for the period dur-

ing which the claimant acted as private secretary of President Tyler such provision was continued. There does not appear to have been any provision of law authorizing the President to employ another private secretary at the expense of the Government.

The claimant states in his petition that he was not paid for his services by the Government, but he was a member of his father's family during the time for which he claims payment, and it is probable that he was satisfactorily compensated for his services at the time by his father, but whether he was or not, in the opinion of your committee he has no claim against the Government for compensation.

The committee, therefore, recommend that the prayer of the petitioner be not granted.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1834.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 10, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Finance, submitted the following

REPORT:

[To accompany bill H. R. 902.]

The Committee on Finance, to whom was referred the bill (H. R. 902) establishing a sub-treasury at Louisville, Ky., have had the same under consideration, and submit the following report:

The committee believe that no public interest will be advanced by the establishment of a sub-treasury at Louisville. Ample facilities are now afforded for the collection, disbursement, and transmission of the public moneys by the designated depositories in that city without expense or risk of loss to the Government, and the currency used is retained in the regular channels of trade. If economy and safety in the custody of the Treasury reserves and surplus funds is desired, the number of sub-treasuries should be reduced rather than increased. The causes which led to the adoption of the sub-treasury system no longer exist, and they cannot be urged in favor of the bill under consideration. In 1846, when the present system was adopted, there was a general feeling that the Government deposits were insecure and that the character of the State banks was such that they could not be properly selected to act as fiscal agents of the United States.

The committee are not aware of any advantage which would result to the banks or people of Louisville by the establishment of a sub-treasury in that city as proposed, other than that they would not then be obliged to pay the expense of transmitting standard gold and silver coin and subsidiary silver coin to the nearest sub-treasury for purposes of redemption or exchange. Both standard and subsidiary silver coin are now delivered by the Treasury Department free of charge to all points in the United States, and if it is the intention of the promoters of this bill to oblige the Government to pay the expense of returning the silver coin to the Treasury, it would be much cheaper to pay express charges on all shipments, rather than to establish sub-treasuries at all points where private institutions desire to avoid the expense necessarily incident to a portion of their business. In the distribution of certificates and other paper currency sub-treasury cities have now no advantage over other points, as it is the custom of the Treasury Department to charge in all cases a sum equal to the cost of transportation to parties requiring currency.

The public revenues are now collected and disbursements made outside the sub-treasury cities, with absolute security to the Government,

through more than 160 national bank depositories. The arguments used in favor of the establishment of a sub-treasury at Louisville might be urged with equal or greater force in behalf of a large portion of the 160 cities where these depositories are located. If, however, a new sub-treasury is to be established, and the convenience and interests of the Government or of great sections of the country are to be considered, Louisville is not the best location, either geographically or commercially. Louisville is situated but 110 miles from the sub-treasury at Cincinnati, 265 miles from that of Saint Louis, and but 303 miles from Chicago. If there were anything about a sub-treasury of advantage to a section of the country, as there is not, and a business center removed from existing establishments is sought for, Atlanta, Nashville, Chattanooga, or Little Rock would have advantages over Louisville. If the business and convenience of the Government were to be considered, then either Saint Paul, Minneapolis, Omaha, Denver, or Kansas City should be selected rather than Louisville. If the amount of customs duties collected at various points, this being the only portion of the public revenue required to be deposited in sub-treasuries, is to be taken into consideration, then some one of the following thirteen cities should be taken, viz: Buffalo, Cleveland, Rochester, New Haven, Hartford, Providence, Oswego, Pittsburgh, Milwaukee, Key West, Detroit, Portland, Me., and Portland, Oreg., while Savannah, Charleston, Mobile, and Galveston, from their situation and distance from sub-treasuries, would seem to have greater claims than Louisville. The friends of the measure call attention to the large internal revenue receipts at Louisville, but there is and can be no claim that these are not promptly and safely collected and paid out through the national bank depositories, and even if this claim is given weight, then Peoria, Ill., would have the preference over Louisville.

It is apparent to the committee that if any valid reasons exist for the establishment of a sub-treasury at Louisville it would be impossible to resist such an extension of the system as would entail upon the Government immense and unnecessary expense without any resulting benefit or convenience to the people. The opinion of the responsible officer of the Treasury in charge of the collection and disbursement of public funds as to the desirability and probable cost of the proposed legislation is shown by the following letter, addressed to the chairman of the Ways and Means Committee of the House of Representatives:

TREASURY OF THE UNITED STATES,
Washington, May 4, 1886.

DEAR SIR: House bill No. 902 seeks to establish a sub-treasury at Louisville, Ky., for the purpose of collecting the public revenues; the national banks in that city are fully competent, as well as for such disbursements as are made at that point. For the purpose of putting the silver dollar or subsidiary silver into circulation the sub-treasuries at Cincinnati and Saint Louis for short and the mint at New Orleans for longer distances will be as prompt and economical. The sum proposed as compensation to its officers will be inadequate, as it will cost not less than $15,000 to $20,000 per annum to run a sub-treasury with proper reference to the safety of the public moneys. There are at least five of the existing sub-treasuries that could be dispensed with (Saint Louis, Baltimore, Cincinnati, New Orleans and Chicago) and their functions be performed by the national banks in the respective cities with greater economy and very much less risk than under the present system. While they exist, however, the persons intrusted with the heavy responsibilities attached to these offices should receive sufficient compensation.

The duties of the sub-treasuries have changed since the passage of the laws authorizing the issue of the various kinds of certificates and exchange and redemption of the silver coinage and paper currency of the country. Each sub-treasury is now a bank *of issue* and redemption. Whether such functions should be performed by these

offices is a grave question; but one thing is certain, that the persons who discharge the duties thus imposed should be men thoroughly well qualified, receiving sufficient compensation to induce them to remain, while the duties of their respective offices are performed to the satisfaction of the Secretary of the Treasury.

Very respectfully,

C. N. JORDAN,
Treasurer United States.

Hon. WM. R. MORRISON,
Chairman Committee on Ways and Means, House of Representatives.

and by the following extract from his report for the fiscal year 1886:

One hundred and sixty national banks acted as depositaries during the year, receiving the moneys from collecting officers of the Government, thus saving the risk and expense of transportation to Treasury offices and disbursing the same on drafts of the Treasurer. A more extended use of the banks as depositaries would result in a large saving to the Government, and very much lessen the chances of loss from peculation and frauds in the conduct of the operations of the Treasury, as the proper margin of security in United States bonds is a matter of constant supervision by the Treasurer. No loss has resulted in this class of deposits for the past eighteen years, although a number of failures have taken place among the depositary banks.

The following tables show the relative amount of public business transacted by the designated depositaries for a series of years, and the daily business of the five sub-treasuries which the Treasurer suggests could be dispensed with:

Transactions with depositary banks for the twenty-two years in which they have been employed by the Treasury.

Fiscal year.	Receipts.	Funds transferred to depositary banks.	Funds transferred to Treasury by depositary banks.	Drafts drawn on depositary banks.	Balance at close of the year.
1864	$153, 395, 108 71	$816, 000 00	$85, 507, 674 08	$28, 726, 695 88	$39, 976, 738 75
1865	987, 564, 639 14	8, 110, 294 70	583, 697, 912 72	415, 887, 767 81	36, 065, 992 06
1866	497, 566, 676 42	13, 523, 972 62	363, 085, 565 65	149, 772, 756 11	34, 298, 319 34
1867	351, 787, 083 83	8, 405, 903 63	331, 039, 872 57	37, 218, 612 76	26, 182, 821 47
1868	225, 244, 144 75	9, 404, 392 00	215, 311, 460 69	22, 218, 187 92	23, 301, 709 61
1869	105, 160, 573 67	10, 052, 199 44	114, 748, 877 24	14, 890, 463 75	8, 875, 141 73
1870	120, 084, 041 79	2, 466 521 06	111, 123, 926 18	11, 818, 228 61	8, 483, 549 79
1871	99, 299, 840 85	2, 633 129 45	89, 428, 544 04	13, 790, 961 01	7, 197, 015 04
1872	106, 104, 855 16	3, 050 444 05	94, 938, 603 76	13, 635, 837 49	7, 777, 873 00
1873	169, 602, 743 98	9, 004 842 49	108, 089, 786 76	16, 110, 519 07	62, 185, 153 64
1874	91, 108, 846 70	2, 729, 958 81	134, 869, 112 57	13, 364, 554 52	7, 790, 292 06
1875	98, 228, 249 53	1, 737, 445 60	82, 184, 304 05	13, 657, 678 25	11, 914, 004 89
1876	97, 402, 227 57	2, 445, 451 49	89, 981, 146 99	13, 969, 616 83	7, 870, 920 13
1877	106, 470, 261 22	2, 353, 196 29	94, 276, 400 35	14, 862, 200 88	7, 555, 776 41
1878	99, 781, 053 48	2, 385, 920 38	90, 177, 963 35	12, 606, 870 60	6, 937, 916 32
1879	109, 397, 525 67	6, 890, 489 06	100, 498, 469 29	15, 544, 058 34	7, 183, 403 42
1880	119, 493, 171 94	6, 489, 634 17	109, 641, 232 64	15, 525, 023 03	7, 999, 953 86
1881	131, 820, 002 20	5, 646, 092 46	118, 143, 724 91	18, 388, 772 82	8, 933, 550 79
1882	143, 261, 541 41	5, 256, 574 29	129, 131, 305 07	18, 709, 928 56	9, 610, 432 86
1883	145, 974, 256 86	5, 292, 840 22	132, 075, 358 80	18, 771, 472 81	10, 030, 698 33
1884	129, 100, 449 35	5, 501, 161 18	116, 227, 722 17	17, 685, 442 52	10, 716, 144 17
1885	119, 056, 058 94	4, 798, 782 35	105, 952, 609 09	17, 633, 235 03	10, 985, 141 34
1886	123, 592, 221 68	8, 786, 546 55	112, 862, 815 24	16, 464, 462 15	14, 036, 632 18
Total.	4, 330, 445, 574 85	127, 781, 792 29	3, 512, 994, 388 21	931, 196, 346 75	.....

Transactions of sub-treasuries.

[Office of Assistant Treasurer U. S. at Baltimore, Md., *December* 31, 1886.]

	In national-bank notes.	In United States notes.	In gold coin.	In gold certificates.	In silver certificates.	In standard dollars.	In subsidiary silver and mixed.	Totals.
RECEIPTS, TO CREDIT OF—								
Treasurer U. S., transfer account:								
For miscellaneous	.....	$150	.....	.....	$120	.....	$0 75	$270 75
Treasurer U. S., general account:								
For customs	$65	4,825	.....	$570	6,730	$3	2 61	12,195 61
For internal revenue	1,105	1,170	.....	.....	400	10	29 29	2,714 29
For miscellaneous	91	.....	.....	.....	50	8	1 30	150 30
For transfers of funds	1,115	4	.....	.....	.....	.....	08	1,119 08
Redemption account	.....	.....	.....	.....	230	.....	2,600 00	2,830 00
Exchanges	1,870	2,480	$120	.....	810	1,840	.....	7,120 00
Totals	4,246	8,629	120	570	8,340	1,861	2,634 03	26,400 03
Outstanding receipts	.....	.....	.....	.....	.....	27,100	8,520 00	35,620 00
PAYMENTS, CHARGEABLE TO—								
Treasurer U. S., transfer account	.....	1,005	.....	.....	.....	.....	.....	1,005 00
Treasurer U. S., general account:								
For interest checks, drafts, coupons, &c	.....	1,875	5,000	.....	.....	.....	60	6,875 60
For transfers of funds	7,000	.....	.....	.....	.....	.....	.....	7,000 00
Post-Office account	.....	25	.....	.....	.....	.....	.....	25 00
U. S. disbursing officers	.....	12,440	.....	.....	13,960	469	87 41	26,956 41
Redemption account	.....	680	.....	.....	.....	.....	.....	680 00
Exchanges	.....	.....	.....	.....	740	1,800	3,710 00	6,250 00
Outstanding receipts paid	.....	1,270	.....	.....	.....	.....	.....	1,270 00
Totals	7,000	17,295	5,000	.....	14,700	2,269	3,798 01	50,062 01

Transaction of sub-treasuries—Continued.

[Office of Assistant Treasurer U. S. at Cincinnati, Ohio, December 30, 1886.]

	In national-bank notes.	In United States notes.	In gold coin.	In gold certificates.	In silver certificates.	In standard dollars.	In subsidiary silver and mixed.	Totals.
RECEIPTS, TO CREDIT OF—								
Treasurer U. S., transfer account:								
For miscellaneous	$350	$535	.....	.....	$600	$100	$0 08	$1,585 08
Treasurer U. S., general account:								
For customs	.....	1,650	$2,405	.....	3,130	655	.....	7,840 00
For internal revenue	5	20	.....	.....	30	.....	66	55 66
For miscellaneous	30	100	.....	.....	50	4	47	184 47
For currency certificates, act June 8, 1872	.....	60,000	.....	.....	.....	.....	.....	60,000 00
For transfers of funds	3,000	3,500	.....	$1,000	2,500	.....	.....	10,000 00
Post-Office account	100	240	.....	.....	160	.....	.....	500 00
U. S. disbursing officers	.....	500	.....	.....	800	11	2 13	1,313 13
Redemption account	.....	1,000	.....	.....	.....	.....	8,175 00	9,175 00
Exchanges	20	80	.....	.....	90	18,500	.....	18,690 00
Totals	3,505	67,625	2,405	1,000	7,360	19,270	8,178 34	109,343 34
Outstanding receipts	.....	1,000	.....	.....	.....	24,500	9,500 00	35,000 00
PAYMENTS, CHARGEABLE TO—								
Treasurer U. S., transfer account	.....	50	.....	.....	50	10	.....	110 00
Treasurer U. S., general account:								
For interest checks, drafts, coupons, &c	.....	1,400	.....	.....	1,500	50	7 29	2,957 29
For currency certificates, act June 8, 1872	.....	50,000	.....	.....	.....	.....	.....	50,000 00
For transfers of funds	5,000	.....	.....	.....	.....	4,000	489 70	9,489 70
Post-Office account	.....	185	.....	.....	150	.....	3 78	308 78
U. S. disbursing officers	.....	600	.....	.....	400	20	6 84	1,026 84
Redemption account	.....	7,600	.....	.....	1,000	.....	.....	8,600 00
Exchanges	.....	.....	.....	.....	16,500	190	.....	16,690 00
Outstanding receipts paid, $25,100	.....	.....	.....	.....	.....	.....	.....	.....
Totals	5,000	59,805	.....	.....	19,600	4,270	507 61	89,182 61

Transaction of sub-treasuries—Continued.

[Office of Assistant Treasurer U. S. at Chicago, Ill., December 30, 1886.]

	In national-bank notes.	In United States notes.	In gold coin.	In gold certificates.	In silver certificates.	In standard dollars.	In subsidiary silver and mixed.	Totals.
RECEIPTS, TO CREDIT OF—								
Treasurer U. S., transfer account:								
For miscellaneous	.....	$2,030	.....	.....	.....	.....	.....	$2,030 00
Treasurer U. S., general account:								
For customs	.....	4,675	$1,450	.....	$10,300	.....	$0 19	16,425 19
For internal revenue	$220	865	330	$200	250	$35	65	1,900 65
For miscellaneous	170	1,730	.....	20	80	.....	.....	2,000 00
Post-Office account	60	150	.....	.....	40	.....	1 33	251 33
U. S. disbursing officers	.....	1	.....	.....	.....	1	1 50	3 50
Redemption account	.....	.....	.....	.....	.....	34,000	4,000 00	38,000 00
Exchanges	35	385	20	.....	330	320	470 00	1,560 00
Totals	485	9,836	1,800	220	11,000	34,356	4,473 67	62,170 67
Outstanding receipts	.....	.....	.....	.....	.....	29,000	6,000 00	35,000 00
PAYMENTS, CHARGEABLE TO—								
Treasurer U. S., general account:								
For interest checks, drafts, coupons, &c	.....	12,295	.....	.....	220	17	4 20	12,536 20
For transfer of funds	.....	.....	.....	.....	.....	6,000	7,999 70	13,999 70
U. S. disbursing officers	.....	47,340	.....	.....	450	1,167	8 93	48,965 93
Redemption account	.....	.....	.....	.....	37,655	.....	.....	37,655 00
Exchanges	.....	840	.....	.....	20	215	485 00	1,560 00
Outstanding receipts paid, $37,655	.....	.....	.....	.....	.....	.....	.....	.....
Totals	.....	60,475	.....	.....	38,345	7,399	8,497 83	114,716 83

Transactions of sub-treasuries—Continued.

[Office of Assistant Treasurer U. S. at Saint Louis, Mo., December 31, 1886.]

	In national-bank notes.	In United States notes.	In gold coin.	In gold certificates.	In silver certificates.	In standard dollars.	In subsidiary silver and mixed.	Totals.
RECEIPTS, TO CREDIT OF—								
Treasurer U. S., transfer account:								
For miscellaneous	$1,000	$2,700	.....	.....	$2,000	$800	.....	$6,500 00
Treasurer U. S., general account:								
For customs	.....	865	$400	.....	1,000	2,000	$0 12	4,265 12
For miscellaneous	.....	130	.....	.....	.....	.....	2 52	132 52
For silver certificates	.....	.....	.....	.....	.....	25,190	.....	25,190 00
For standard silver dollars	500	113	.....	.....	180	.....	.....	793 00
For subsidiary silver coin	.....	192	.....	.....	.....	.....	.....	192 00
For transfers of funds	3,500	313,165	.....	$2,000	10,820	.....	1 48	329,486 48
Post-Office account	505	1,266	.....	120	490	.....	10 27	2,391 27
Redemption account	.....	.....	.....	.....	.....	.....	3,260 00	3,260 00
Totals	5,505	318,431	400	2,120	14,490	27,990	3,274 39	372,210 39
PAYMENTS, CHARGEABLE TO—								
Treasurer U. S., general account:								
For interest checks, drafts, coupons, &c	.....	16,630	.....	.....	.....	.....	5 20	16,635 20
For silver certificates	.....	.....	.....	.....	.....	793	.....	793 00
For standard silver dollars	.....	.....	.....	.....	25,190	.....	.....	25,190 00
For subsidiary silver coin	.....	3,260	.....	.....	.....	.....	.....	3,260 00
For transfers of funds	7,000	.....	.....	.....	.....	6,000	1,500 00	14,500 00
Post-Office account	.....	190	.....	.....	.....	.....	5 03	195 03
U. S. disbursing officers	.....	40,910	.....	.....	.....	.....	3 71	40,913 71
Redemption account	.....	.....	.....	.....	.....	.....	192 00	192 00
Totals	7,000	60,990	.....	.....	25,190	6,793	1,705 94	101,678 94

Transactions of sub-treasuries—Continued.

[Office of Assistant Treasurer U. S. at New Orleans, December 30, 1886.]

	In national-bank notes.	In United States notes.	In gold coin.	In gold certificates.	In silver certificates.	In standard dollars.	In subsidiary silver and mixed.	Totals.
RECEIPTS, TO CREDIT OF—								
Treasurer U. S. transfer account:								
Miscellaneous	.....	.....	.....	.....	.....	$4,420	$80 00	$4,500 00
Treasurer U. S., general account:								
For customs	.....	$710	$30	$20	.....	95	3 81	858 81
For internal revenue	$255	610	.....	.....	$260	100	9 96	1,234 96
For miscellaneous	.....	175	.....	.....	400	.....	1 99	576 99
For standard silver dollars	500	2,000	.....	3,000	.....	.....	.....	5,500 00
For transfers of fund	.....	.....	.....	.....	1,340	1,500	.....	2,840 00
Patent-Office account	.....	.....	.....	.....	.....	1,485	15 00	1,500 00
U. S. disbursing officers	7,750	7,245	.....	.....	5,180	.....	.....	20,175 00
Totals	8,505	10,740	30	3,020	7,180	7,600	110 76	37,185 76
PAYMENTS, CHARGEABLE TO—								
Post-Office account	.....	.....	.....	.....	.....	31	2 05	33 05
U. S. disbursing officers	.....	1,480	.....	.....	2,500	2,006	2 68	5,988 68
Redemption account	.....	.....	.....	.....	5,000	.....	.....	5,000 00
Totals	.....	1,480	.....	.....	7,500	2,037	2,004 73	13,021 73

For these reasons your committee report the bill back adversely and recommend that it do not pass.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1835.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. VANCE, from the Committee on the District of Columbia, submitted the following

REPORT:

[To accompany bill S. 644.]

The Committee on the District of Columbia, to whom was referred Senate bill 644, having had the same under consideration, recommend that it pass with an amendment.

A number of cars on the most important lines of the city are run with a single horse, without a conductor, putting passengers to the inconvenience of waiting upon themselves in making payment. These cars are frequently crowded to suffocation, presenting not infrequently indecent spectacles by reason of such crowding, to say nothing of great discomfort. This is caused in part by the refusal of the car companies to stop taking on passengers when the cars are full, and by the failure of said companies to run a sufficient number of cars to accommodate the public comfortably. The object of this bill is to remedy this, and give the public greater facilities as well as greater comfort and ease. The patronage afforded these cars is such as to enable them to give the very best of accommodations; and inasmuch as they have failed to do so, the committee have felt it to be the duty of Congress to compel them.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1836.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. JONES, of Arkansas, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 536.]

This bill having been submitted to the Postmaster-General for a statement of the facts and circumstances, the following communication was received from him:

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., January 21, 1887.

SIR: I have the honor to acknowledge receipt of your favor of the 18th inst., in respect to bill (S. 536) for the relief of John L. Lake, jr., and in response thereto to transmit a communication from the Assistant Attorney-General of this Department, in which the case is fully presented. Upon the case as here presented the claim appears to have no merit.

Very respectfully, yours,

WM. F. VILAS,
Postmaster-General.

Hon. J. K. JONES,
United States Senate.

POST-OFFICE DEPARTMENT,
OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,
Washington, D. C., January 19, 1887.

SIR: In compliance with your request, I have examined the facts and the statutes relating to the claim of John L. Lake, jr., which is before the Senate as Senate bill 536, and have respectfully to report as follows:

This claim appears to have grown out of the advertising of general mail lettings in Mississippi.

It is claimed, and the House committee report the facts to be, that the paper (the Times and Republican) was designated by the Clerk of the House of Representatives as one in which the laws, &c., were to be published in the State of Mississippi.

It is stated in the report of the Committee on Claims (H. R. No. 1229, Forty-eighth Congress) that the Clerk of the House, under Revised Statutes, section 3823, fixed the rate at $1 per square of nonpareil type, which rate was in force and unchanged during 1875 and 1876.

No communication of the Clerk to this Department, designating newspapers and fixing rates, can be found on the files. It is the recollection of a clerk of this Department, connected at that time with the branch of the service which embraced that subject, that Mr. McPherson's notice of designation did not fix the rate. Whether this be so or not the records of the Clerk of the House will disclose.

The action of the Postmaster-General in fixing the rates when he furnished these advertisements of mail lettings, seems to have been based upon his construction of

the statutes, that he was not bound by the designation of the Clerk of the House in respect to the newspapers he should select or the price he should pay therefor.

A brief review of the legislation upon the subject shows that the Postmaster-General was not without reasons to doubt whether the provisions of Revised Statutes, sec. 3823 made it obligatory upon him to follow the rates fixed by the Clerk of the House in compensating publishers of newspapers for publishing advertisements of mail lettings.

The act of March 2, 1867, appropriating for the civil expenses of the Government in the seventh section contained the provisions that were embodied later in the revision of 1873, as sections 3823 and 3824.

"That it shall be the duty of the Clerk of the House of Representatives to select in * * * Mississippi * * * one or more newspapers, not exceeding the number *now* allowed by law, in which such treaties and laws of the United States, as may be ordered for publication in newspapers according to law, shall be published, and in some one or more of which *so selected* all such advertisements as may be ordered for publication in said districts, * * * by any executive officer of the United States, shall be published, the compensation for which and other terms of publication, shall be fixed by said Clerk, at a rate not exceeding * * * one dollar per square of eight lines of space, for the publication of advertisements."

The act also made it the duty of the Clerk to notify heads of Departments, and made it their duty to furnish to "such selected papers only" copy of the publications, and forbade the payment of moneys "otherwise than as therein provided." This, with slight amendments not material here to be noted (15 Stats., p. 8), remained the general law up to the time of its re-enactment in the revision of 1873.

It limited the designation by the Clerk to "not exceeding the number now allowed by law." What was that number? By reference to the former statutes (act April 20, 1818, 3 Stats., p. 439, and act of August 8, 1846, 9 Stats., p. 76), it will be seen that the designation by the Clerk was limited to "two newspapers in the District of Columbia and in each of the States and Territories, and no more."

But a statute specially applicable to the advertisement of mail lettings, or contracts for carrying the mails, was passed June 8, 1872. (17 Stats., p. 313, sec. 243.)

This act provided that "before making any contract for carrying the mail, other than those hereinafter excepted, the Postmaster-General shall give public notice by advertising once a week for six weeks in one or more, not exceeding *five*, newspapers published in the State or Territory where the service is to be performed, one of which shall be published at the seat of government of such State or Territory," * * * "and the Postmaster-General *shall direct*, by special order in each case, the newspapers in which mail-lettings or other proposals relative to the business of his Department shall be advertised, and no publisher shall be paid for such advertisements without having been requested by the Postmaster-General to publish the same."

It will be readily observed that this statute took the advertisement for mail-lettings out from the operation of the act of 1867. The former act limited the designation to *two* newspapers, the latter act authorized the advertisement to be made in *five*. The Clerk was not required to designate a paper at the State capital, but the Postmaster-General must. As the Postmaster-General could designate *five* newspapers, it is very clear that the limitations and prohibitions of the act of 1867 did not apply to his designation of newspapers in which to advertise mail-lettings. He was not confined to nor required to designate the papers selected by the Clerk of the House. And as his selection was independent of the action of the Clerk of the House, so his designation of newspapers was not controlled, nor the price fixed by the Clerk, nor affected by his order in any way.

In the revision of 1873 the act of 1867 was incorporated as sections 3823 and 3824. The act of 1872 specially providing for advertisements for mail-lettings was re-enacted as section 3941 of the Revised Statutes.

Under the familiar rule of statutory interpretation that specific provisions relating to a particular subject must govern in respect to that subject, as against general provisions in other parts of the law which might otherwise be broad enough to include it, it can well be contended that the provisions of Revised Statutes, 3823, 3824, did not govern in respect to advertisements for mail-lettings. The claimant Lake was not designated under Revised Statutes, section 3823, to publish these advertisements, but under section 3941. He was not entitled to the rates fixed by the Clerk of the House because he was not employed under that designation.

And when he published the advertisements upon a special designation by the Postmaster-General and for a compensation fixed by the Postmaster-General beforehand, which has been fully paid, he is entitled to no more, as the rate paid him is not claimed to be less than reasonable for the service. The claim that he is entitled to $1 per square for eight lines of space, nonpareil type, for each of six insertions of the same advertisements is neither reasonable, nor, as I think, legal. It could not fairly be claimed under Revised Statutes, 3823, even if that statute were applicable to the case, unless the order of the Clerk fixing the rates pursuant to that statute prescribed

that $1 per square should be allowed *for each insertion of a repeated advertisement*, and if the foregoing views, under which the Postmaster-General appears to have acted, are correct, the publisher never was legally entitled to compensation at that rate.

Very respectfully,

EDWIN E. BRYANT,
Assistant Attorney-General, Post-Office Department.

The POSTMASTER-GENERAL.

This committee has been unable to find any designation by Clerk of the House, and does not consider it material whether such designation was made or not. Under these circumstances this committee does not believe that claimant is entitled to relief, and reports the bill back, with the recommendation that it be rejected.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1837.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. FRYE, from the Committee on Foreign Relations, submitted the following

REPORT:

[To accompany Senate Ex. Doc. No. 164, first session Forty-ninth Congress.]

The Committee on Foreign Relations, to whom was referred the message of the President transmitting a letter from the Secretary of State, with an accompanying paper, in relation to the distribution of the fund appropriated by an act of Congress of the 1st May, 1882, entitled "An act for the relief of the captain, owners, officers, and crew of the late United States private armed brig General Armstrong, their heirs, executors, administrators, agents, or assigns," having had the same under consideration, report:

The letter of the Secretary of State suggests—

that an act be passed authorizing the Secretary of State to close the distribution of the fund, by giving a final notice of six months to claimants within which they may come in and prove their claims, and further authorizing him, after such claims have been adjusted, to distribute the balance of the fund, or so much thereof as may be proper, upon the principles of justice and equity, to the persons who may be entitled to receive it.

By the original act of May 1, 1882, the Secretary of State is authorized and directed—

to examine and adjust these claims and to settle the same on principles of justice and equity, and further to draw his requisition in favor of said claimants, their heirs, executors, administrators, agents or assigns, for the amount which may be by him found due to said claimants.

Under the authority conferred by this act, the committee are of opinion that full and ample power is conferred to adjust and settle these claims on principles of justice and equity, and to draw on the Treasury for the money necessary for their payment, the aggregate of such drafts not to exceed the sum named in said act.

As by the terms of the law the Secretary of State cannot exceed the amount aforesaid and any balance will still remain in the Treasury, your committee cannot see any necessity for further legislation.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1838.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. JONES, of Arkansas, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 733.]

The Committee on Claims, to whom was referred the bill (S. 733) for the relief of Edward Fitzgerald, have had the same under consideration, and report as follows:

This is a claim for quartermaster and other stores alleged to have been taken by the United States Army during the war of the rebellion from the Catholic church at Fort Smith, in the State of Arkansas. The claimant is a bishop of the Catholic Church, and as such is trustee of the property, and it is as such trustee that this claim is made.

Your committee think that the claimant should be heard. The claim was made in due time to the Southern Claims Commission, but rejected, without any examination or hearing upon the merits, because the Commission held it had no jurisdiction of corporations.

Your committee report an amendment in the nature of a substitute for the bill referred to them, and recommend that it be passed. This substitute sends the claim to the Court of Claims to find and report to Congress the facts, with proper provisions and safeguards as the committee believes will protect all parties.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1839.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. HAWLEY, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 38.]

A bill similar in character to this one, with slight modifications, was reported by the committee at last session of Congress.

Your committee would therefore report this bill back, with an amendment covering the features of the Senate bill, as follows:

In lines 6, 7, and 8, printed bill, amend so as to read as follows: "A second lieutenant of infantry in the Army of the United States," and by striking out the words "with his former rank and date of commission."

With these amendments your committee would respectfully recommend that the bill do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1840.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 11, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 5959.]

The Committee on Military Affairs, to whom were referred bills H. R. 5959, "a bill granting a right of way through certain public lands of the United States in the Territory of Utah," &c., and H. R. 10014, "a bill making an appropriation for lands, &c., at the Fort Douglas Military Reservation, Utah," respectfully report:

That they have considered the same, and herewith submit the report made in the House of Representatives, it being a clear and comprehensive statement of the importance and urgency for the passage of this bill, and adopt it as the report of your committee.

Bill H. R. 5959 proposes to grant a right of way to the Salt Lake and Fort Douglas Railway Company, a corporation organized under the laws of the Territory of Utah, across the Fort Douglas Military Reservation, near Salt Lake City, in that Territory, by a route shown on a map filed in the office of the Secretary of War, a copy of which is in the possession of the committee. The location of the route has been submitted to and approved by the commander of the post and the general commanding the department, and the provisions of the bill meet the approval of the Secretary of War.

Bill No. 10014 proposes an appropriation of $33,820 for securing the title to certain lands adjoining the Fort Douglas Military Reservation, required in order to maintain a good and sufficient supply of water at that post.

The object sought by those interested in the railway is to reach certain quarries of stone situated in Red Butte Cañon, from which the supply of building stone for use in Salt Lake City has been obtained for many years, and from which the supply demanded by the future growth of the city must be obtained. The same may be said of deposits of brick clay in the same locality.

The military reservation lies between the city of Salt Lake and this cañon, and the character of the country is such that it is absolutely impracticable to build a railroad to reach these quarries without crossing the reservation.

The lands upon which these quarries are located are sections Nos. 25 and 35, township No. 1, range No. 1, and section No. 19, township No. 1, range No. 2, in Salt Lake County, Utah—respectively cornering with each other, and section 35 adjoining the reservation, and all embracing 1,920 acres of land.

Diagonally through these three sections of land and downward upon the reservation flows Red Butte Creek, upon which the post depends for its water supply.

The lands named are owned by a corporation, the Salt Lake Rock Company, and the committee therefore consider the two bills together.

The committee are of opinion that the right of way asked for may be properly granted to the railway company under the bill with the amendments proposed.

There will be a great saving to the Government in expense in the transportation of its supplies to the post at Fort Douglas from the now nearest railroad station, Salt Lake City, as well as the added convenience in the method, as now all transportation

is by teams; and no possible injury to the Government can result from the location of the road as provided for.

The water supply for Fort Douglas has been a matter of concern to the military authorities for many years.

The post is located on a plateau of the Wahsatch Mountains, about 3 miles from the center of Salt Lake City, at an altitude of 730 feet above it. The land is part of the slope from the mountains toward the city, and, as stated, all the water used on the reservation (which has an area of 4 square miles) for irrigation, drinking, cooking, washing, &c., is brought from Red Butte Creek from these lands.

Various inquiries have been prosecuted and attempts made, in view of the absolute necessity of this water supply for the future needs of the post, to procure it, and with a view to its purchase this estimate was sent to the House March 6, 1886:

[House Ex. Doc. No. 112, Forty-ninth Congress, first session.]

TREASURY DEPARTMENT, *March* 5, 1886.

SIR: I have the honor to transmit herewith, for the consideration of Congress, an estimate of appropriation in the sum of $63,820 for enlargement of the Fort Douglas Military Reservation, Utah.

Respectfully, yours,

D. MANNING,
Secretary.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1887, *by the Quartermaster's Department, United States Army.*

Addition to Fort Douglas Military Reservation, Utah:

For acquiring and quieting title to certain lands adjoining the Fort Douglas Military Reservation, required in order to maintain a good and sufficient supply of water for that post (submitted) $63,820

NOTE.—With the growth of Salt Lake City the neighboring streams are coveted more and more. The agricultural, mining, and manufacturing interests are now struggling for a foothold on the water above this post, and, if left to go on unopposed, will soon so divert and injure it as to render it both unwholesome and insufficient, and might in time render the post untenable. So large an interest as the Government now has at Fort Douglas should not be jeopardized. (*S. B. Holabird, Quartermaster-General, February* 27, 1886.)

Pending action in the House on the bill granting the right of way, as the Committee on the Public Lands would not urge the bill without the assent of the War Department, and it, in turn, declined to assent to the bill unless a reduction in the price of the lands was made by the Rock Company, various conferences were had and some correspondence.

Finally, on August 4, 1886, this letter was sent to the Committee on Appropriations, then having bill 10014 in charge:

WAR DEPARTMENT, *Washington City, August* 4, 1886.

SIR: In estimates transmitted to Congress March 5, 1886, for the purchase of land for the enlargement of Fort Douglas Military Reservation the sum of $63,820 is named as the sum required to purchase the requisite land.

At that time negotiations were in progress with the Salt Lake Rock Company, the principal owner of the territory, for the purchase of their interest in the same. The Company's price for the land owned by them—viz, 2,000 acres—reserving certain rights as to building material, was $60,000. The Department was unwilling to pay that sum, but within a few days the company has offered to sell said interest for $30,000, and the Department desires to accept the offer, and to have that sum appropriated for that purpose by Congress. There are also some other parties who claim interests in the water rights in this territory that it would be desirable to secure. The sums which the parties interested in these claims demand amount to $3,820.

It is to be remarked that it is supposed these claims can be adjusted for a less sum than $3,820, but the Department desires that this sum be appropriated in addition to the $30,000, making $33,820 in all, in order that a clear title to all the land may be acquired if the full amount is demanded.

It is proper to remark that this Territory contains the water supply for Fort Douglas, and that it is necessary for the public interest that it should be obtained. I therefore recommend passage of the bill appropriating $33,820 for that purpose.

The Lieutenant-General remarks with reference to this property as follows:

"Fort Douglas is one of the largest, most beautiful, and most important of our military posts. It is delightfully situated, and the location is conformable to proper military considerations. The quarters and barracks are most of them built of stone, and the post will, in all probability, remain permanent for an indefinite period. Without the water from Red Butte Cañon the post could not exist, and on all accounts it is exceedingly desirable that the Government should control the sources of supply. I have personally examined the locality, am familiar with existing conditions, and most urgently recommend that steps be at once taken to secure to the United States the land in question."

Very respectfully,

WM. C. ENDICOTT,
Secretary of War.

Hon. SAMUEL J. RANDALL,
Chairman Committee on Appropriations, House of Representatives.

That session ended without action, and this session bills were referred to this committee.

We have carefully examined the whole subject. We agree that the securing of this water supply is of urgent necessity. We think the price fixed was too high ($30,000); but in considering the value of the right of way to the railway company, and permitting the reservation by the Rock Company of the stone, clay, and minerals in the lands as named in the bill we herewith report, we think $20,000 a fair price for the rights secured by the bill to the Government.

It should be added that we find that certain other lands adjacent to the lands proposed to be purchased, and upon which are springs and small creeks flowing into Red Butte Creek, and which lands now are public lands, and which are described in section 5 of the accompanying bill, and we find it desirable that these lands should be reserved from sale and disposal for the protection of the water supply.

The provisions of the accompanying bill are satisfactory to all parties in interest, meet fully the approval of the War Department, and we therefore report back the bill H. R. 5959 with certain amendments—the amendments in lieu of bill H. R. 10014—and that that bill lie upon the table, and recommend its passage.

49TH CONGRESS, 2d Session. } SENATE. { REPORT 1841 and views of the minority.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. PLATT, from the Committee on Territories, submitted the following

REPORT:

[To accompany bill H. R. 6966.]

The Committee on Territories, to whom was referred the bill (H. R. 6966) to change the time of the meeting of the legislative assembly of Washington Territory, having considered the same, submit the following report:

By section 1846 of the Revised Statutes of the United States, it is provided that members of the territorial legislatures "shall be chosen for the term of two years, and the sessions of the respective legislative assemblies shall be biennial," and that "each legislative assembly shall fix by law the day of the commencement of its regular sessions." Prior to the year 1883, elections of members of both branches of the legislative assembly in Washington Territory had been held on the Tuesday next following the Monday of November in the even-numbered years, so that eleven months elapsed after the election of members before the session of the legislative assembly to which they were elected.

At the legislative assembly in that Territory commencing on the first Monday of October, 1883, the time for the meeting of the legislature in 1885 was fixed upon the first Monday of December, 1885, and it was provided that the legislature should convene biennially thereafter upon the first Monday of December. So that the legislature of 1883 extended the time which elapsed between the election of the members and the session of the legislative assembly to which they were elected.

The legislature of 1885, near the close of its session, also memorialized Congress to pass a law providing that the next session of the legislature should be held on the first Monday of January, 1887, and the sessions of the legislative assembly biennially thereafter. By the law as it now exists the assembly will convene on the first Monday of December, 1887. The memorial of the legislature is appended to this report, marked A.

It will be seen that the principal reason given for changing the time for holding the legislative assembly in the Territory was founded upon the fact that so much time elapsed between the election of the members and the commencement of the session that no necessity for legislative action prior to the next legal meeting of the assembly was pointed out or alluded to.

The bill referred to the committee passed the House of Representatives on the 1st of May last, but no action was taken by the Committee on Territories upon the bill during the last session further than its reference to a subcommittee.

Correspondence was had with the governor of the Territory and other prominent citizens as to the advisability of the passage of such a bill, and later, during the present session, correspondence has been renewed. Pending this correspondence the time fixed by the House bill for the meeting of the members of the legislative assembly upon the first Monday of January, 1887, passed by, and the question now arises whether any present necessity exists for the passage of a bill by which the next meeting of the legislative assembly shall be held some time during the month of March next, or at some other time prior to that fixed by law, namely, the first Monday of December next.

The principal reason now urged for a meeting of the legislature at a date earlier than the law provides is the opportunity for changing the law relating to the taxation of railroads and railroad property in the Territory growing out of the passage of the act of Congress approved July 10, 1886, which makes the surveyed lands of land-grant railroads subject to local taxation. It will be observed that this reason for an earlier session of the legislature did not exist at the time of the passage of the act by the House, but is an afterthought.

A letter from the governor of the Territory giving the reasons for and against the proposition to convene the legislature of the Territory at an earlier date than the time fixed by law, is appended hereto and marked B, from which it will be seen, that upon the whole, the governor, after consultation with prominent citizens of the Territory, does not think it for the best interests of the Territory that such an act should be passed.

The spring season for farming has already commenced in many portions of the Territory, and the legislature, if held during the month of March, will be convened when the farming operations of the Territory are most active and imperative, a reason which doubtless operated, though in a lesser degree, for the change made by the legislature itself from the first Monday of October to the first Monday of December as the time for the session of the legislative assembly.

The committee has endeavored to ascertain the views of prominent citizens of both political parties in the Territory upon the question of whether a meeting of the legislature is desired in the month of March, and is satisfied that the weight of opinion is that such a course is undesirable. It has been informed that some effort has been made to obtain petitions and opinions in favor of a March or spring session, but none have reached the committee, and it feels justified in concluding that the time mentioned in the memorial having already passed without the change having been made, it is not desired by the citizens of the Territory best qualified to advise, that a meeting should be ordered to be held during the month of March. If any special emergency arises or exists the governor of the Territory is legally empowered to call an extra session of the legislature.

With regard to the reason urged in the memorial that the time of the convening of the legislative assembly should be advanced on account of the time which elapses after the election of the members before the session of that body, it may be said that the time of session was fixed by the Territory itself with a complete understanding of the facts; that only at the last previous session of the legislative assembly the time between the election and the convening of the assembly had been extended; that Washington Territory is not singular in this respect, at least three other of the Territories, as it is believed by the committee, holding their elections and convening their legislative assemblies so *that fourteen* months elapse between the election and [illegible]lative ses-

sion. It may also be observed that the legislative assembly of 1883, in fixing a time for the convening of future sessions of that body, followed the precedent to be found in the election of Representatives in Congress and the meeting of Congress.

Upon the whole the committee concludes that it is better that the legislative assembly already elected shall convene at the time fixed by law, namely, the first Monday of next December rather than during the month of March, a period and season so inconvenient for legislative proceedings.

The indefinite postponement of the bill is therefore recommended.

A.

UNITED STATES OF AMERICA,
Territory of Washington, office of the Secretary:

I, N. H. Owings, secretary of the Territory of Washington and custodian of the great seal, do hereby certify that I have carefully compared the annexed copy of writing (House memorial No. 19, in relation to the time of holding the biennial session of the legislative assembly of the Territory of Washington) with the original now on file in my office, and that the same is a correct transcript therefrom and of the whole of said original.

In testimony whereof I have hereunto set my hand and affixed the great seal of said Territory, at Olympia, this 22d day of April, 1886.

[SEAL.]

N. H. OWINGS,
Secretary of the Territory.

MEMORIAL IN RELATION TO THE TIME OF HOLDING THE BIENNIAL SESSION OF THE LEGISLATIVE ASSEMBLY OF THE TERRITORY OF WASHINGTON.

To the honorable the Senate and House of Representatives in Congress assembled:

Your memorialists, the legislative assembly of the Territory of Washington, respectfully represent: That the members of the legislative assembly of this Territory are chosen at the general election held on the first Tuesday after the first Monday of November in each even-numbered year, when the Territorial Delegate to Congress is elected; and that it is inexpedient to change the time of election of the members of the legislative assembly on account of the additional expense which would accrue from a separate election for said members of the legislature; that the biennial sessions of the legislative assembly commence on the first Monday in December in each odd-numbered year, thirteen months after the election of the members thereof; that the lapse of this long period of time between the election of the members of the legislature and the commencement of its session works to the disadvantage of the people of the Territory in this, that the legislature is prone to consider and act upon matters which are not in issue at the time of the election of the members thereof, and to neglect matters which were in issue at such time, and which were the vital questions which determined the election.

That the rapid growth of population and development of the material resources of this Territory in the past few years has made necessary to the welfare and advancement of the Territory much legislation which it has been impossible to consider in the session of the legislative assembly now drawing to a close, and that it is highly important to the people of the Territory that a session of the legislature be held in January, 1887.

Whereupon your memorialists pray your honorable bodies to appoint the first Monday in January, 1887, as the time for the commencement of the next biennial session of the legislative assembly of this Territory, and to provide that the biennial session of the legislature be held every two years thereafter.

Passed the house of representatives February 3, 1886.

R. O. DUNBAR,
Speaker of the House.

Passed the council February 3, 1886.

B. B. DAY,
President of the Council.

Approved February 4, 1886.

WATSON C. SQUIRE,
Governor.

The minority of your committee feel perfectly secure in maintaining the proposition that the condition of things, thus outlined, is not at all conducive to the public good.

It is submitted that the interests of the public would be best subserved by the convening of the legislative assembly within a reasonable time after its election.

The above memorial evidences a pronounced desire on the part of the people of Washington Territory for the change suggested.

In order that a government "by the people" may prevail in Washington Territory, so far as is compatible with the existing Territorial condition, the people's wishes, when they can be ascertained, must be recognized.

If, in the face of this positive declaration on behalf of the people of Washington Territory, the change in the time for the meeting of the legislative assembly is not made, the idea of a recognition of the wishes of the people ceases to be a fixed factor in our governmental policy.

The objection is urged, however, that had this change been essential to the welfare and prosperity of the people of Washington Territory to the degree claimed, the legislative assembly itself was competent to so change the time of its meeting as to conform to the requirements of the existing emergency.

A brief examination of the legislation in this connection will clearly establish the absurdity of such a claim.

The act of March 2, 1853, provided that the legislative assembly of Washington Territory should meet annually. (See organic act, Laws of Washington, 1854, page 33, section 4.)

It was therein provided that the governor of the Territory should fix the time of the first meeting of the legislature, and that the time of its annual meeting thereafter should be fixed by the legislature.

By proclamation of the governor the first legislature convened on the 27th day of February, 1854, and during that session said body provided that it should meet in each year thereafter on the first Monday in December. (See Laws of Washington, 1854, page 450.)

The last annual session was begun on the first Monday in December, 1866, and ended February, 1867. On the 29th of June, 1866 (see page 3, Laws of Washington, 1866-'67) Congress passed a law providing that after the conclusion of the next annual session of the legislature its sessions should be biennial.

The legislature which ended in February, 1867, provided that the first biennial session should begin on the first Monday in October, 1869. This law continued in force until the ninth biennial session, which convened on the first Monday in October, 1883, at which session the time was changed to the first Monday in December, 1885. (See Laws of Washington, 1883, page 62.)

The tenth biennial session convened on the first Monday in December, 1885, and before its adjournment passed the memorial referred to.

It requires but little intelligence to see that the legislative assembly of 1885-'86 exhausted its power and authority when, by this memorial, it relegated the matter to Congress.

By the act of March 2, 1853, the legislature was to convene annually, and therein Congress conferred upon it the power to fix the time of the annual meeting.

By the act of June 9, 1886, the character of the meeting of the legislative assembly was changed by Congress from annual to biennial. This act provided that after the adjournment of the legislature in February, 1867, the meetings should be biennial instead

In accordance with this positive declaration of Congress the legislature of 1866–'67 provided that the next legislative assembly should convene on the first Monday in October, 1869. With the change in the law as to the character of the meeting the legislature retained the power of fixing the time for the meeting of the biennial session.

The legislature of 1885–'86, the tenth biennial session, convened a little more than one year ago on the first Monday in December, 1885, and continued in session sixty days, adjourning early in 1886. Had this legislature by law attempted to provide for the meeting of the eleventh biennial session on the 7th of January, 1887, or during the present winter, it would have enacted that the present meeting be annual instead of biennial, thus placing itself in direct antagonism with the act of Congress of June 29, 1866, in which the assertion is distinct and unequivocal that the sessions must be biennial instead of annual.

The bill under consideration (H. R. 6966) was introduced by Hon. C. S. Voorhees, Delegate from Washington Territory, during the first session of this Congress, passed the House of Representatives May 1, 1886, and was referred to the Committee on Territories of this body the 3d day of said month.

Notwithstanding the determined, aggressive, and persistent efforts of Delegate Voorhees, and of a minority of this committee, from that time to the present, it has not been possible to secure action thereon.

While the reasons set forth in the memorial referred to are amply sufficient, in our judgment, to justify and warrant the desired legislation, there are other reasons even stronger and more conclusive.

In ascertaining these additional reasons it becomes very important, as well as very interesting, to review the history contemporaneous with this attempted legislation.

On the 28th of November, 1883, the legislature of Washington Territory, wholly dominated and controlled by the Northern Pacific Railroad Company, passed a law, which has since been known as the "gross-earnings tax law," exempting from taxation all the lands within the Territory of any railroad company, from whatever source the title may have been derived. (See Laws of Washington, 1883, page 66, sec. 5.)

The legislative assembly of 1885 '86 was elected the 4th day of November, 1884, upon a distinct and unambiguous pledge that this so-called "gross-earnings tax law" should be repealed, and a law enacted taxing the lands of railroad companies in the same manner as the lands of individuals. This was one of the foremost issues upon which the campaign was based, and it resulted in the election of a legislature in which the Republicans had a majority of 16 on joint ballot, the total membership of the legislative assembly being 36. Notwithstanding the fact that the platforms of both the Democratic and Republican parties declared in favor of the repeal of this unjust and iniquitous "gross-earnings tax law," the Northern Pacific Railroad Company again dominated and controlled the legislature with its 16 Republican majority on joint ballot, and the relief which the overburdened people of the Territory so eagerly and earnestly demanded was denied them.

At the last general election, in 1886, members of the next legislative assembly of Washington Territory were elected upon precisely the same issue. So determined were the people in their efforts to right this great wrong that the present legislative assembly, instead of developing a Republican majority of sixteen upon joint ballot, shows a Republican majority of two. The presumption, therefore, is certain that as soon as called together this legislature in the face of this overwhelming rebuke

to the last legislature will keep the pledges so unhesitatingly and unblushingly broken by the legislative assembly of 1885–'86.

At all events they should be placed in a position where their loyalty to their pledges can be tested, because of the benefits and advantages which the people may enjoy by reason of such loyalty.

The so-called "gross-earnings tax law" provides that all taxation upon the property of any railroad company within the Territory shall be included within 2 per cent. of the gross earnings, and also provides that the railroad officials shall determine the amount and extent of such earnings. This act also provides in terms, by section 5, for the exemption from taxation of the lands within the Territory belonging to railroad companies.

By the act of July 2, 1864, the Northern Pacific Railroad Company was granted within the Territories twenty alternate sections per mile to "aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route," upon certain positive and well-defined conditions.

Section 5 of the so-called "gross-earnings tax law" is as follows:

> The lands of any railroad company shall become subject to taxation in the same manner as other similar property, AS SOON AS THE SAME ARE SOLD, LEASED, OR CONTRACTED TO BE SOLD OR LEASED. * * *

When this law was passed the rule laid down by the Supreme Court of the United States in the case of Prescott *v.* The R. R. Co., 16 Wallace 603, and McShane *v.* R. R. Co., 22 Wallace, page 444, was in force. This rule was, that whenever Congress had required that the cost of surveying, selecting, and conveying should be paid before there should be any transfer of title from the United States to the land-grant companies, the compliance with this condition was essential to the vesting in Territorial or municipal authority of the right to tax the lands so circumstanced.

The Northern Pacific Railroad Company has willfully failed to comply with this condition, so that up to the 10th of July, 1886, it was impossible to reach, for the purpose of taxation, any of their so-called granted lands. On the above date Congress passed a law which destroyed the force of the rule thus promulgated by the Supreme Court of the United States, and provided a scheme for the taxation of such lands, notwithstanding the failure of the land-grant companies to pay the costs of surveying, selecting, and conveying.

This beneficent law is in force in every State and Territory through which the Northern Pacific Railroad extends excepting the Territory of Washington.

No revenue has thus far accrued to this Territory by reason of the passage of said law, because of the presence upon the statute books of the Territorial law known as the "gross-earnings tax law," exempting these lands from taxation.

In a letter to Delegate Voorhees the Commissioner of the General Land Office thus indicates the amount of lands withdrawn by the United States for the benefit of the Northern Pacific Railroad Company in Washington Territory:

> DEPARTMENT OF THE INTERIOR,
> GENERAL LAND OFFICE,
> *Washington, D. C., February* 5, 1887.

SIR: Referring to your verbal request to be furnished with a statement of the quantity of lands withdrawn in Washington Territory for the benefit of the Northern Pacific Railroad Company, I have to advise you that owing to the limited time in which you wish us to give you this information, it will be impo[illegible] [illegible]xamine the

diagrams of withdrawal by section, township, and range. I therefore furnish you the following approximate estimate, which is substantially correct, to wit:

	Acres.
Lands withdrawn in granted limits	9,500,000
Lands withdrawn in granted limits, indemnity	2,500,000
Total	12,000,000

Very respectfully,

WM. A. J. SPARKS,
Commissioner.

Hon. C. S. VOORHEES,
House of Representatives.

According to the acreage indicated in the Commissioner's letter, and establishing a very moderate and conservative average as to the price of these lands for taxation and the rate of taxation, we reach a surprising result. Considering the value of the mineral and timber lands withdrawn in Washington Territory for the benefit of this company, the average price of $2.50 per acre for purpose of taxation, is entirely within bounds. The rate of taxation in Washington Territory ranges from 11 to 23 mills, so that an average rate of 15 mills is admissible.

The following table is submitted as indicating approximately the vast benefit which will accrue to the people of Washington Territory by the repeal of the so-called "gross-earnings tax law" before the tax levy for the ensuing year goes into operation:

	Acres.
Lands withdrawn in granted limits. (See Commssioner's letter)	9,500,000
Deduct 25 per cent. for lands sold by company	2,375,000
Total, in granted limits, subject to taxation, in hands of company	7,125,000
Lands withdrawn, indemnity limits. (See Commssioner's letter)	2,500,000
Deduct 25 per cent. for lands sold by company	625,000
Total indemnity limits, subject to taxation, in hands of company	1,875,000
Taxable lands in granted limits in hands of company	7,125,000
Taxable lands in indemnity limits in hands of company	1,875,000
Total taxable lands	9,000,000
Value of lands in granted limits for purposes of taxation, at $2.50 per acre	17,812,500
Value of lands in indemnity limits for purposes of taxation, at $2.50 per acre	4,687,500
Total valuation	22,500,000
Tax levy on lands in granted limits, at 1.5 per cent	267,187 50
Tax levy on lands in indemnity limits, at 1.5 per cent	70,312 50
Total tax levy	337,500 00

Confronted by this conclusive and startling exhibit, the minority of your committee does not hesitate to confess its profound surprise and amazement at the action of the majority. The time has come for calling a halt to the unreasoning and unwholesome cupidity and rapacity of the railroad companies of this country. No good reason can exist why the Northern Pacific Railroad Company shall continue to be relieved from the obligation of the payment of nearly one-half of the tax levied in Washington Territory.

In accordance with the latest available statistics the total property valuation of 1885, in Washington Territory, exclusive of the valuation of railroad property, was $50,484,437; upon this valuation the total tax

levied was $724,065.75. From these figures it appears that if the Northern Pacific Railroad Company is made to pay its just proportion of the public burdens, in respect of the single item of their lands, to say nothing of the taxes based upon a proper valuation of their road-bed, rolling stock, and other vast property interests, maintaining the present rate of taxation in the Territory, the people's burdens will be reduced nearly 50 per cent.

The minority of your committee insist that any movement which tends to relieve the people of the onerous tax, so unconscionably placed upon them by this land-grant railroad company, and by the other railroad companies of the Territory, should be fostered and encouraged. For this reason they contend that the present legislative assembly should be afforded the opportunity, which can only be given them by an act of Congress, of repealing at once the odious railroad-tax legislation which now incumbers the statute-books of Washington Territory.

We therefore ask for the passage of the bill, amended as follows:

In line 3 strike out "first Monday in January," and insert *first Monday in March.*

In line 5 strike out the word "next," and insert the word *eleventh.*

In line 6 after the word "the," insert the word *twelfth.*

In line 7 after the word "held," insert *the first Monday in January,* 1889, and insert section 2 at end of bill, so that the bill, as amended, will read:

AN ACT to change the time of the meeting of the legislative assembly of Washington Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first Monday in March, eighteen hundred and eighty-seven, be, and the same is hereby, fixed as the time for the commencement of the eleventh biennial session of the legislative assembly of Washington Territory; and that the twelfth biennial session of the legislative assembly be held the first Monday in January, eighteen hundred and eighty-nine, and every two years thereafter.

SEC. 2. That there be, and is hereby, appropriated out of any moneys in the Treasury, not otherwise appropriated, the sum of twenty-two thousand seven hundred and thirty dollars for legislative expenses, namely, for per diem of members and officers of the legislative assembly, mileage of members, printing, rent of secretary's office, hire of messenger, light, fuel, stationery, postage, office furniture, repairs, painting, and other incidentals.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1842.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 8593.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 8593) for the repair and preservation of the road heretofore constructed by the Government, leading from Vicksburg to the national cemetery adjacent thereto, having considered the same, report as follows:

Your committee find that the only road connecting the large and important national cemetery near Vicksburg, Miss., with that city is the one constructed by the Government, and that this is in wretched condition now and will soon become impassable unless Congress makes some provision to have it repaired.

Your committee recommend that the bill pass, and, as showing the urgent necessity for it, they submit the following communication from the Secretary of War, with the letter of the Quartermaster-General and the report of the Military Committee of the House therein referred to:

WAR DEPARTMENT,
Washington City, February 8, 1887.

SIR: I have the honor to acknowledge the receipt of a communication of the 3d instant from the clerk of your committee, inclosing for the views of the Department. House bill No. 8593, Forty-ninth Congress, second session, appropriating $10,000 for the repair and preservation of the road heretofore constructed by the Government leading from Vicksburg to the national cemetery adjacent, together with a copy of House report No. 2246, recommending the passage of this bill as a substitute for House bill No. 6110, Forty-ninth Congress, first session, appropriating $7,500 for the same purpose.

In reply, I beg to transmit herewith a communication of the 5th instant, from the Quartermaster-General, who invites attention to the report of the civil engineer employed by the Quartermaster's Department, as embodied in the above-named report of the Committee on Military Affairs, House of Representatives, and sets forth the reasons why the road in question, which is the only practicable approach to the Vicksburg National Cemetery, should be put in proper condition as soon as possible.

I therefore request, in accordance with the recommendation of the Quartermaster-General, that favorable action be had by your committee upon the present bill.

The bill and House report No. 2246 are herewith returned as requested.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

The ACTING CHAIRMAN *Committee on Military Affairs, United States Senate.*

P. S.—Attention is respectfully invited to remarks on this subject contained in the Annual Report of the Secretary of War for 1886, page 27; copy herewith.

WAR DEPARTMENT,
QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., February 5, 1887.

SIR: I have the honor to return H. R. 8593, an act for the repair and preservation of the Vicksburg National Cemetery roadway, together with the report of the Committee on Military Affairs of the House of Representatives on the same, and to submit thereon the views of this Department.

The Vicksburg National Cemetery is one of the largest and most important in the South, containing the remains of nearly seventeen thousand of the Union dead. It is visited every year by many people from other sections of the country and by the residents of Vicksburg and vicinity. It is a beautiful location and the approach to it should be such as to make it accessible to the public.

This road is the only one connecting the cemetery with the city of Vicksburg, and was built by the Government several years ago. It is the only practicable route. Any other would lie upon the hills, with steep grades and costly drainage, and would be more expensive to keep in repair. For the first two years after it was built it was an excellent roadway, but it has had practically no work done on it since its construction, as the Department has been without funds to use for its repair.

It is now in bad condition, for the reasons stated in the report of the civil engineer of this Department, which is embodied in the report of the Military Committee of the House, and to which attention is respectfully invited. It is evident that unless some action is taken by Congress at an early day to put it in proper condition, the road will become impassable, and the money already applied to its construction will have been virtually thrown away.

In consideration of these facts I would ask that you recommend to the Senate Committee on Military Affairs favorable action on the bill.

Very respectfully, your obedient servant,

S. B. HOLABIRD,
Quartermaster-General, United States Army.

The SECRETARY OF WAR.

They find that the road leading to the National Cemetery from Vicksburg is sadly out of repair, and they are satisfied that the Government should place it in good condition, it being almost impossible to reach the cemetery by any other road.

They append hereto a report made by Captain Owen to the War Department, showing the necessity for the work and the amount required to do it.

ALEXANDRIA, LA., *March* 22, 1886.

COLONEL: I have the honor to report as follows in relation to proposed repairs of the Vicksburg road.

This road connects the city of Vicksburg with the National Cemetery. It is on the bank of the Mississippi River, at the foot of a high bluff. It is about 1 mile long and 60 feet wide, of which about 25 feet were graveled 18 inches deep in the center, 6 inches at sides. It has, practically, had no work done on it since its construction several years ago. Most of the inside ditch and the cross-drains have been filled up, and the drains were never adequate to pass the water. Much material from the neighboring high and steep bluff has sloughed off and washed on to and across the road, covering the gravel and making the road in places, in wet weather, a quagmire, so as to be almost or quite impassable.

The slope below the road has been cut into by the Louisville, New Orleans and Texas Railroad, which is 10 or 15 feet below the carriage road, and has interfered somewhat with the drainage. The want of proper drainage, the proximity of a deep river which rises and falls 30 or 40 feet, the character of the underlying strata, and the pressure of the masses of earth that have fallen from the bluff, and have not been removed, have caused the road, in places, to move bodily towards the river.

During the first two years after the road was built, and while the ditches and drains were in working order, the road was in excellent condition. The trouble has come since, and has been owing to the causes above mentioned.

I believe that with thorough drainage, and provision for a yearly expenditure to keep it and the surface of the road in good order, there would be no further trouble.

This road is, at present, the only road to the cemetery, and is the only good route. Any other would lie upon the hills, with steep grades and costly drainage, and would be more expensive to keep in good condition; therefore it ought to be kept up. Many hundred strangers yearly visit the cemetery, besides thousands from the vicinity. The approach to so beautiful and important a cemetery, which holds the remains of nearly 17,000 Union dead, should be by a good road, permanently kept so.

Members of the city council of Vicksburg whom I saw expressed the willingness of the city to keep the road in good repair hereafter if the appr[illegible] now asked

for, or an appropriation sufficient to put it in thorough order, is made by Congress; and I suggest the introduction into the bill of a proviso that the appropriation is made upon the express condition that the city of Vicksburg binds itself to appropriate annually a certain sum to be expended in the repair of this road under the direction of the Secretary of War. I think the sum of $200 for the first year, $300 for the second, and $500 annually thereafter would be sufficient. A resolution of the council to that effect, made as a condition of the appropriation, would, I presume, bind their successors in office. Either this should be done or Congress should appropriate annually a sufficient sum to keep the road in order; otherwise it will be of no use to rebuilt it.

I estimate the cost of putting the road in thorough order as follows:

10,000 cubic yards of earthwork, at 20 cents	$2,000
Loosening present road-bed	500
2,300 cubic yards gravel, in place, at $1	2,300
Drainage	4,775
Planting Bermuda grass on slopes	100
Planting 350 trees (2 rows), at 35 cents	123
Sundries	202
Total	10,000

Very respectfully, your obedient servant,

W. H. OWEN,
C. E., Q. M. D.

Lieut. Col. R. N. BATCHELDER,
Deputy Quartermaster-General, U. S. A.

The committee report herewith a substitute for said bill, and recommend that it pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1843.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. MAHONE, from the Committee on Public Buildings and Grounds, submitted the following

REPORT:

[To accompany bill H. R. 6976.]

The Committee on Public Buildings and Grounds of the Senate adopt the following report of the House committee by the Hon. Bruce Wilkins, as fully covering this case:

[House Report No. 1093, Forty-ninth Congress, first session.]

The Committee on Public Buildings and Grounds, to whom was referred House bill 1884, *submit the following report:*

Portsmouth is situated on the Ohio River, at the mouth of the rich Scioto Valley. It is 100 miles from Columbus and about the same distance from Cincinnati. There is no public building for the transaction of the business of the General Government nearer than these points. It has a commanding position on the Ohio River, and a large portion of Southern Ohio, of Eastern Kentucky, and of West Virginia is, in a business point of view, tributary to the city. North of it lies the famous Scioto Valley, rich in its soil and products and in the enterprise and thrift of its citizens. This valley is the natural thoroughfare, by rail and canal, from Southern Ohio to the central and northern portions of the State. The city stands on the border of the great coal and iron fields of the Hanging Rock region, and is in easy access to the rich coal and iron belts immediately across the Ohio River, extending through Northeastern Kentucky. Thus situated in the Ohio Valley, Portsmouth is the center of a fertile region, rich in iron, coal, stone, fire-clay, timber, &c., to all of which it is easily accessible, and from which flows to it a large and steady stream of trade and commerce.

COMMERCIAL IMPORTANCE.

The sales of general merchandise by Portsmouth merchants of goods not manufactured there exceed in amount the sum of $5,000,000 per annum, while the amount of wares manufactured at the various factories within the city and in its environs will reach a still greater amount, showing that the annual commerce of Portsmouth is more than $10,000,000. The goods manufactured in Portsmouth consist of manufactured iron, steam engines, stoves, road scrapers, steel springs, wagon stock, wagons, buggies, wheelbarrows, railroad cars, fire-brick, sawed stone, furniture, boots and shoes, paper, soap and candles, brooms, saddles and harness, woolen goods, cooperage, distilled spirits, beer, cigars, &c.

THE POST-OFFICE.

The post-office is a small building, crowded and inconvenient, neither affording the postmaster proper accommodations for the prompt and convenient transaction of business nor meeting the wants nor convenience of the public. This post-office distributes letters over numerous routes, sending out and receiving between twenty and thirty mail bags daily. It rents eight hundred and seventy-eight boxes and sells $9,360 worth of stamps annually. As a money-order office it pays out an average of $26,000 per year, and the average net revenue of the office is more than $7,000 per year.

INTERNAL-REVENUE OFFICE.

The office of the United States internal-revenue collector for the eleventh district of Ohio is located at Portsmouth. During the past twenty years the main office has been located in that city with the exception of four years. This might in a measure be accounted for by the fact that Portsmouth, by its mail facilities and railroad and river connections, is eligibly situated for the frequent and rapid transmission of the public business, but also from the fact that the revenue records show that, with the *exception* of Cincinnati, *Portsmouth has paid more internal-revenue taxes during the period mentioned than any other city in the State.* The revenue district is composed of twenty-five counties, the revenues of which now reach in the neighborhood of $1,000,000 to $1,200,000. During the last revenue year they amounted to $1,058,000. The official records show that the distillery of George Davis & Co., of that city, has paid from the years 1879 to 1885, inclusive, seven years, the sum of $3,108,418.90 as taxes on distilled spirits, making an average of $444,059.98 paid per annum, or about one-third of the revenues collected in the entire district. To this can be added the taxes paid by the brewers, cigar manufacturers, &c., of the city for stamps.

UNITED STATES COMMISSIONER, ETC.

The office of United States commissioner is considered an important one at that point. In addition to the ordinary duties of such officer, the situation of Portsmouth upon the Ohio River, its large steamboat and maritime interests, bring to that office much litigation under the marine laws and adds to its importance. In addition to this the river and light-house service, which has grown to be a matter of Government concern, could be greatly accommodated by the construction of a public building at that point.

By act of Congress passed June 16, 1880, Portsmouth was constituted a port of delivery within the collection district of New Orleans, and from estimates made it is evident that there would be not less than $200,000 worth of various goods imported annually, consisting of queensware, leather, books, silk, medical supplies, liquors, cigars, and many other articles, in case proper facilities are offered.

The railroad connections are as follows: The Scioto Valley north to Columbus (connecting there with the great lines east and west) and south to Ashland, Ky., connecting there with the Chesapeake and Ohio Railroad, forming a direct line to Richmond, Va., and the southeast; the Cincinnati, Washington and Baltimore Railroad and its connections north, east, west, and south; the Cincinnati and Eastern, affording a direct connection with Cincinnati. A belt road is now being built which will give unequaled facilities to the shipping and manufacturing interests of the city. Good free turnpikes extend in all directions from the city to the county limits, concentrating the trade of the county and largely of the adjoining counties in the city. In addition to this the Ohio River, that great artery of commerce, affords frequent and cheap means of tranportation and exchange. Local daily packets ply from Portsmouth to points above and below, while larger steamers touch the wharf daily, passing and repassing from Cincinnati to points above, to Huntington, Gallipolis, Pomeroy, Wheeling, and Pittsburgh. Portsmouth, it might be added, possesses one of the finest harbors on the Ohio River. In the lowest stage of water the largest steamers, loaded, can be floated with safety.

GOVERNMENT RENTS.

The rents now paid by the Government for public offices in Portsmouth, the post office, revenue, &c., now reach nearly $1,000 per annum. But this rent does not provide such offices or accommodations as the Government should provide or the public welfare demands. The post-office rooms and facilities are not at all adequate to the proper discharge of the postal business. If suitable quarters were provided, as they certainly will be in the near future, even if a public building is not erected, the rents will reach from $1,200 to $1,500 per annum. But even this would not secure the Government records and property from the dangers of fire.

The city has a population of 15,000, and is rapidly increasing each year.

We recommend that the accompanying substitute for House bill 1884 do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1844.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. MAHONE, from the Committee on Public Buildings and Grounds, submitted the following

REPORT:

[To accompany bill H. R. 7775.]

The Committee on Public Buildings and Grounds, to whom was referred Senate bill 3267, *providing to increase the appropriation for the erection of the public building in Troy, N. Y., respectfully report:*

On the 5th day of February, 1885, a bill passed the House of Representatives, appropriating $200,000 for the purchase of a site and the erection of a public building thereon.

Thereafter Secretary Manning, of the Treasury Department, appointed a commission of five of the most eminent citizens of Troy, N. Y. (most of them personally known to him), to procure a site on which to erect the public building in Troy, N. Y.

After a long, patient, and faithful examination the commission have selected a site known as the Gross property, which will cost $100,000, and the Secretary of the Treasury has ordered the purchase of the above-named property for the site on which to erect the public building. The approaches will cost $8,000 additional, making $108,000. This will leave only $92,000 for the erection of the public building.

Supervising Architect Bell, of the Treasury Department, reports that a public building suitable for the accommodation of the business done in the city of Troy, N. Y., will cost not less than $180,000.

The city of Troy is one of the oldest and most flourishing manufacturing cities in the State of New York. It is at the head of steamboat navigation on the Hudson River, and is 160 miles from the city of New York. Its population receiving mail at the Troy post-office is 73,500; and an order has just been issued extending the free-delivery system of Troy to West Troy, which will make an additional population of 12,500 —total, 86,000.

The rent paid for the post-office in Troy, with very poor accomodations, per annum, is $2,875; the rent paid for the collector's office in Troy is $550; the rent paid for the United States district attorney's office is $237 -a total of $3,662.

The number of persons employed in the Troy post-office is thirty-five, not including those apportioned for the West Troy delivery. Lansingburg, Green Island, and Stow's Hill are all stations of the Troy post-office.

STATISTICS.

Receipts for the year 1883 from stamps, postal cards, stamped envelopes, and box-rents	$100,064 25
Expenses	41,533 22
Net income	58,531 03

MONEY-ORDER BUSINESS.

Receipts	190,986 25
Payments	233,134 11

MAIL MATTER.

Registered letters received for delivery and received and dispatched in transit	55,902
Letters delivered by carriers	2,259,355
Postal cards delivered by carriers	505,611
Drop letters delivered by carriers	408,489
Drop postal cards delivered by carriers	243,317
Newspapers delivered by carriers	1,177,794
Registered letters delivered by carriers	6,627
Letters, postal cards, and newspapers collected from street letter-boxes	2,457,978
Total number of pieces handled by carriers	7,054,192
Delivered through lock-boxes and window delivery	638,768
Letters, postal cards, and second, third, and fourth class matter mailed at Troy	5,771,878
Letters and newspapers received in transit and dispatched	2,521,750
Total	8,293,628

The United States internal-revenue office, fifteenth district, is in Troy. This district consists of the territory embraced in the counties of Clinton, Essex, Warren, Washington, Rensselaer, Columbia, Dutchess, Putnam, and Westchester. The collections for the current year will exceed $1,000,000. The number of employés is eighteen.

The office of the United States district attorney is located at Troy.

The number of offices occupying Government buildings in the United States is seventy-one. Of this number there are but twenty-five whose gross receipts annually are as large as the gross receipts of the Troy office. Of this number also there are eight whose aggregate receipts annually are not equal to the annual receipts of the Troy office.

Of the whole number of Government post-office buildings, New York has but six.

The leading industries of the city of Troy are as follows:

IRON INDUSTRY.

Number of persons employed	4,000
Amount of wages paid annually	$2 000,000
Amount of annual sales	$8,000,000
Tons of coal used annually	300,000

STOVE INDUSTRY.

Number of men employed	3,000
Amount of wages paid annually	$1,300,000
Amount of annual sales	$4,000,000

SHIRT AND COLLAR BUSINESS.

Number of persons employed	11,000
Amount of wages paid annually	$2,000,000
Amount of sales annually	$8,000,000

In addition to the foregoing industries Troy has one of the largest and most perfectly equipped mathematical instrument manufactories in the United States; also large and extensive paper manufacturing establishments, leather-belting and boiler-making establishments, ale and lager-breweries, and a multitude of other manufacturing industries.

In view of the foregoing facts your committee respectfully recommend the passage of the bill, having amended the same by striking out the word "and" at the end of line 11, also the word "fifty" at the beginning of line 12, so that it shall read: "the site and building complete the sum of two hundred thousand dollars," &c.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1845.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. MAHONE, from the Committee on Public Buildings and Grounds, submitted the following

REPORT:

[To accompany bill H. R. 10305.]

The Committee on Public Buildings and Grounds, to whom was referred House bill 10305, adopt the report of the House committee, as follows:

The design, contemplating the expenditure of $1,500,000 for the building, covers the ground now owned by the Government, with the exception of the open spaces prescribed in the act authorizing the construction of the building. The design prepared under the present limit of cost provides for a two-story building only, but has been so arranged and the walls so proportioned that the full design for which the increase of the limit is asked can be carried out without difficulty. That this should be done before the superstructure is constructed is apparent.

The attention of the House is respectfully called to the Supervising Architect's Report to the Secretary of the Treasury on October 1, 1884, page 12, which is as follows:

The act of June 23, 1874 (Stat. at Large, vol. 18, page 276, section 2), provides that in the selection of a site for a public building reference shall be had to the convenience of the public as well as to Government interests. This provision of law, as well as other reasonable consideretions, required that the building should be centrally located; but the site best located could not be obtained for much less than the entire limit of cost. Under these circumstances the problem was one difficult of solution. The site purchased cost $408,608.98, which leaves within the limit a balance of $391,391.02 for the building. That this amount is insufficient for such a building as is imperatively demanded at Brooklyn is too manifest to require argument. I have prepared a design which represents my views as to the character and extent of the building that should be constructed, and have in course of preparation plans of a building which can be constructed within the present limit; but such a building will necessarily be wholly unsatisfactory in four essential particulars, viz: (1) In failing to supply sufficient floor-space for post-office accommodations; (2) In inferior quality of work cheapened by reason of insufficient money; (3) In lack of proper and reasonable architectural effect; (4) In lack of sufficient space on all floors for the accommodation of the several Federal offices at their present status in that rapidly growing city.

It is apparent that for the convenience of the public and for the prompt dispatch of business the postal business should be accommodated on the first floor and basement of the building, and that it would be wasteful economy to restrict the space to that at this time required, when it is known that this branch of the public business is growing rapidly with the city, and that the near future is likely to require largely increased facilities. Two hundred and one persons are now employed in that service in Brooklyn.

The dimensions of the site secured are 236 feet by 175 feet, which, less the 40 feet of dividing space from adjacent buildings required by the act, leaves available for

use a lot 236 feet by 135 feet. It is my opinion that to give proper accommodation to the post-office business on the first floor will require a building covering nearly, if not quite, the entire available area. To construct such a building of the best grade will cost not less than $1,500,000.

Again, in his report of October, 1, 1885, page 13, the necessity for an extension of the limit of cost is mentioned as follows:

The necessity for constructing a more commodious building than is possible under the present limit of cost was fully set forth in my last annual report, and is again brought to your attention, with the recommendation that the limit be extended so as to allow the construction of the building in accordance with design submitted by this Department in its entirety, estimated to cost $1,500,000, exclusive of cost of site and approaches.

It is stated by the postmaster that the large increase in business at the Brooklyn office, and the limited space allowed in which to do the work, will lead to serious embarrassment in the future.

The following statement of the post-office business for the fiscal year 1885 is submitted:

Stamps sold	$388,949 09
Money orders issued	589,203 31
Money orders paid	588,016 90
Postage on local matter	258,544 43
Number of employés	332
Registered letters and parcels mailed and received for delivery	133,527
Pieces delivered by carriers	32,387,319
Pieces collected by carriers	16,885,835
Pieces delivered from boxes, general delivery	936,000
Number of lock pouches received	43,875
Number of lock pouches sent	42,970
Number of tie sacks received	49,642
Number of tie sacks sent	52,202

Rent paid by the United States in Brooklyn:

Post-office	$4,500
United States courts	10,000
Collector of internal revenue	4,000
Total	18,500

The following list shows the floor space now occupied, that which can be provided under the present limit of cost, and that which can be provided under the extended limit of cost:

FIRST.

	Feet.
Present area post-office	8,027
Courts	4,720
District attorney	680
Marshal	2,330
Collector of inernal revenue	4,075
United States commissioner	450
Supervisor of elections	1,080
Total	21,452

SECOND.

Area which can be provided under present limit of cost:

	Feet.
First floor	10,616
Second floor	6,590
Total	17,206

THIRD.

Floor space which can be provided under the increased limit of cost:

	Feet.
First story	17,636
Second story	11,463
Third story	11,463
Fourth story	11,463
Total	52,025

To provide a building of sufficient capacity at the present time which will accommodate the constantly increasing business of this great city is, in the opinion of the committee, the truest economy.

The size of the building as commenced is 140 by 126 feet. If completed as proposed, and covering the ground now available, the size will be 235 by 126 feet.

During the month of December, 1886, a subcommittee, consisting of Messrs. Dibble, Wilkins, and Rockwell, visited Brooklyn and personally investigated the needs of the Government in that city. They unanimously recommended the construction of a more commodious building than is possible under the present limit of cost.

The Committee on Public Buildings and Grounds urge upon the House the importance of early and prompt action upon this bill.

Under the present limit of cost, which has been almost entirely appropriated and expended, the building will be left incomplete and useless to the Government. A temporary roof will have to be placed over the second story of so much of the building as has been erected.

The committee believe that a building can be erected within the limit of cost prescribed by this bill, which will afford ample and convenient accommodation for the Government, both at present and for many years to come.

The passage of this bill is recommended.

[From Brooklyn Eagle, January 22, 1887.]

The business of the year in the Brooklyn post-office.

Receipts from sale of postage-stamps, &c		$441,043 04
Receipts from box-rents		2,231 00
Receipts from sale of waste		215 02
Total receipts for 1886		443,579 06
Total expenses for 1886		284,444 19
Net profits of office, 1886		159,134 87
Total receipts for 1885		387,883 85
Excess for 1886		55,695 21
Excess of profits for 1886 over 1885		8,667 49
Receipts from July 1 to December 1, 1886		230,541 04
Receipts from July 1 to December 1, 1885		200,574 47
Excess for 1886		29,966 57
Domestic orders and postal notes issued	$36,323	474,595 06
Fees on same		3,486 47
Foreign orders issued	13,529	179,569 32
Fees on same		2,275 80
Domestic orders and postal notes paid	62,722	602,839 79
Foreign orders paid	4,818	96,768 77
Total number of money orders issued and paid in 1885	101,519	
Total number of money orders issued and paid in 1886	117,392	
Total amount of money orders issued and paid in 1885		1,267,387 27
Total amount of money orders issued and paid in 1886		1,359,535 21

Number of registered letters received and transmitted	73,566
Number of registered letters transmitted	60,203
Number handled in transit	7,349
Total number handled in 1886	148,118
Total number handled in 1885	135,895
Total number of pieces mail handled by carriers	61,942,306
Mail letters delivered	15,301,645
Postal cards delivered	4,084,497
Local postal cards delivered	7,183,815
Newspapers delivered	9,946,812
Letters collected by carriers	14,095,723
Postal cards collected by carriers	5,170,574
Newspapers and periodicals received	2,030,873
Number of canvas sacks of papers received	76,462
Number of direct pouches dispatched to post-offices	41,620
Number of direct pouches dispatched to railroad post-office lines	16,097
Whole number of lock pouches dispatched	57,717
Whole number of sacks of papers dispatched	96,617
Number of letters mailed at this office	28,144,650
Number of postal cards mailed at this office	5,711,228
Number of pieces, second, third, and fourth class matter	32,154,750
Total number of pieces of mail of all kinds mailed at Brooklyn post-office	66,010,628

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1846.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 12, 1887.—Ordered to be printed.

Mr. DOLPH, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill H. R. 4476.]

The Committee on Claims, to whom was referred the bill (H. R. 4476) for the relief of Alexander Worrall, having examined the same, with the accompanying papers, submit the following report made by the Committee on War Claims of the House of Representatives at this session of Congress, and adopt the same, recommending the passage of the bill:

[House Report No. 761, Forty-ninth Congress, first session.]

Your committee find from the testimony in this case that Alexander Worrall, the claimant in this case, is now and has been since the year 1866 a citizen of the State of Pennsylvania, a civil engineer by profession, and as such was in the year 1864 placed on duty at the United States navy-yard at Norfolk, Va., under orders of the Navy Department, and so continued for about three years.

In August, 1864, claimant rented a house in the city of Portsmouth, immediately opposite Norfolk, and occupied the same for eleven months. The house so rented was in the possession of the duly authorized agents of the United States as "abandoned property," under the laws of the United States. The claimant rented the property from said agents of the Government, and paid the rent therefor to them monthly in advance for all the time he occupied it. After the claimant surrendered the property to the quartermaster, it was thereafter used for about two years as a school-house for colored children. The property thus used and occupied by claimant belonged to one Ann McRae, who was then a widow, but who afterwards intermarried with one George M. Bain.

It further appears that claimant had no knowledge of any claim on the part of any one for the rent of said property until in 1872 when he learned that a suit had been brought, and a judgment recovered against him in the hustings court in said city of Portsmouth. It appears from the exhibits in this case that claimant was the owner of some stock in a railroad company at Norfolk, and in said suit against claimant the said railroad company was garnisheed. As soon as claimant was notified of said judgment against him he employed counsel and endeavored to have said judgment set aside in order that he might make a defense, as he had not been personally served with any process. The court refused the application of claimant, and thereupon, by the advice of his attorney, he filed a bill in equity in the circuit court of the United States for the eastern district of Virginia, in which he prayed for an injunction to restrain the said Bain and wife from further proceedings on said judgment, and an order of injunction was granted accordingly.

Afterwards, in the year 1873, he applied to the Attorney-General of the United States to take charge of said case and protect said claimant in the premises. It appears that said officer assumed said duty, and instructed the district attorney to take charge of said case and represent the United States in the matter.

It further appears that in May, 1874, the said United States court, on the motion of said Bain and wife, they having served notice thereof on the attorney of the Government, dissolved the said injunction and dismissed said bill at claimant's cost; thereupon, the said garnishee was compelled to pay, and did pay, in behalf of plaintiff, the said judgment and cost, amounting to the sum of $673.33.

The claimant further claims that in consequence of said proceeding the railroad stock owned by him was sold at a sacrifice of $500, in addition to which he was compelled to pay personal expenses *in attending* said suit, amounting to $195.

The proof establishes the fact that claimant acted throughout in good faith, and relied upon the officers of the Government to protect him in said proceedings.

By the notice served on the officers of the Government they were called upon and endeavored to maintain the rights of the Government to the use and occupancy of the property rented to claimant by the authorized agents of the Government. Although the amount of the judgment and costs paid by claimant exceeded the amount of rent paid by him, your committee consider it just and right that the amount of the judgment and costs be refunded to him. The damages sustained by the sale of the stock of said claimant and the expenses incurred by him, your committee find should not be allowed.

Your committee therefore amend said bill by striking out in line 6 the words "ninety-eight" and "eighteen" and inserting in place thereof the words "seventy-six" and "thirty-three," and as so amended recommend the passage thereof.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1847.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 11111.]

The Committee on Pensions, to whom was referred the bill (H. R. 11111) to increase the pension of Benjamin F. Hilliker, have examined the same, and report:

This is a case of horrible disfigurement and suffering caused by a wound received in battle. The report of the House for increase is adopted, and is as follows:

The petitioner was a private in Company A, Eighth Wisconsin Volunteers. In action at Mechanicsburg, Miss., June 4, 1863, he received a gunshot wound in the head, the ball entering at the base of the mastoid process on the right side, passing through the superior maxillary, and passing out at the left nostril, producing anchylosis of the inferior maxillary. The examining surgeon describes the case as follows:

Ball entering about two inches behind the lobe of the right ear, passing forward and inward, and destroying a section of the jaw (lower) at the angle, and taking the upper portion of the jaw and all the double teeth, and passing out of the left nostril, destroying the septum of the nostril, knocking out several of his teeth, above and below, on the left side; the incisor teeth of lower jaw extending in front of the upper ones, the points of the lower ones being even with the lower part of the nose, and firmly locked there; the right corner of the mouth drawn downward and outward about an inch; the lids of the right eye paralyzed, the eye standing wide open, he being unable to close it, the whole producing the most horrible disfigurement—the whole face being crooked. The nose is flat, in consequence of the destruction of the septum. The sight of the right eye about half destroyed. * * * He has partial paralysis of the right shoulder and arm; about half the time he says it is entirely powerless. The muscles of the shoulder relaxed and powerless.

The wound produced anchylosis of the jaw, and the soldier has during all the years that have since intervened never been able to use his jaws or to take solid food of any kind or in any form. This has produced dyspepsia and piles of a most distressing character. The claimant, in his petition, says:

"The surgeon left me on the field for dead, but I recovered consciousness, and was taken to the hospital, only to live a miserable existence since, being in constant pain from either dyspepsia, neuralgia of right shoulder, or piles; dyspepsia caused from the total loss of use of jaws, for I have never opened them one-sixteenth of an inch since 1863. I have to take my food by sucking it into my mouth by the aid of forcing it with the fingers. Cannot partake of any solid food at all; and soup! how I hate the thought of it."

The bill is reported favorably with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1848.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10470.]

The Committee on Pensions, to whom was referred the bill (H. R. 10470) granting a pension to Mrs. S. C. Goodin, have examined the same, and report:

This claim for pension was rejected by the Pension Office on the ground that the mother was not dependent when her son enlisted. She is dependent now and has been for a long time, which she probably would not have been to the extent of asking Congress for relief had not her son been killed. The House report is adopted, and is as follows:

Mrs. S. C. Goodin is the dependent mother of William M. Goodin, late a private of Company F, Eighth Regiment Iowa Cavalry Volunteers, who was killed in battle at Powder Springs, June 20, 1864. Mrs. Goodin's claim for pension was rejected by the Pension Office because of non-dependence at the time of soldier's death. But the proof is clear and positive that she is in poverty now, and clearly comes within the former recommendations of this committee, and within the provisions of the general bill recently passed by the House of Representatives.

The bill is reported favorably with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1849.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9170.]

The Committee on Pensions, to whom was referred the bill (H. R. 9170) granting a pension to Green Fields, have examined the same, and report:

This application was rejected by the Pension Office on the ground that the disability occurred after his discharge. It is true that his arm was amputated after that time, but it was in consequence of an injury received in the service. The report of the House is adopted, and is as follows:

This soldier enlisted August 11, 1862, in Company F, Fourth Indiana Cavalry, and was discharged June 29, 1865; filed application for pension October 13, 1873, alleging injury to left arm by the fall of his horse while on duty near Lebanon, Ky., in October, 1862, which had been troubling him more or less ever since; and in affidavit filed June 22, 1876, swears that he has had to have his arm amputated in consequence of said disability.

His claim was rejected on the ground "that disability was incurred since his discharge."

This conclusion seems to have been arrived at as the result of a special examination, in which several comrades testify that they do not remember any such accident, and two of them testify that claimant hurt his arm by lifting a heavy sack of corn several years after the war.

Dr. H. G. Jones testifies that he was his family physician, and knows that claimant was in sound bodily health and had no injury or disease of left arm whatever prior to enlistment. He further testifies that he treated him for a necrosed condition of the bones of his left arm from 1869 until February, 1876, when he assisted in the operation of amputation of said arm. In answer to a letter from the Pension Office Dr. Jones says:

"He told me that he had had his arm hurt while in the service of the United States; that he had suffered more or less with it from that time up to the time he called on me, which I think was in 1869. From his statement and the history and character of the case I concluded he was correct. Upon examination of the bones after amputation I was fully satisfied that he was correct, for the olecranial process of the ulna showed an old fracture, which I concluded was the cause of the diseased condition of the arm. I cannot tell why he did not apply sooner. Green Fields is a very quiet, contented sort of a fellow, and would be likely to continue in service, making but little ado about his troubles. At that time the poor fellow owned a little farm. Since his discharge his inability to work has eaten up that farm and reduced him so that his only support to-day is what he can make with one arm and the little assistance his wife can render. He is not dissipated.

"I think his trouble resulted from an injury received while in the Army."

Jacob Euler and William L. Jans, comrades of claimant, testify that claimant at Lebanon, Ky., October, 1862, on detail to obtain teams to haul forage, was thrown from his horse, spraining and bruising his left arm, permanently rendering the arm useless. Pieces of bone came out occasionally.

Theodore W. Jerrold testifies to substantially the same facts.

M. Thompson and Emily Skelley, neighbors of claimant at Evansville, Ind., testify as follows:

"Affiants further declare that they have been well and intimately acquainted with said Fields for —— years last past and associated with him, and they well know that when he returned home from the Army, after his discharge in the summer of 1865, he was suffering from an injury to his left arm, which they were informed and verily believed was contracted in the service of the United States. They know that this disability continued on him, for he often spoke of the pain arising from it and mentioned it very frequently. They also know that the disability was continuous from the time of his returning home from the Army until the present year (1876), when it became necessary to amputate the arm.

"They know these facts from personal observation, and they have no interest in any claim for pension by said Fields."

Dr. E. B. Thomas, assistant surgeon of claimant's regiment, testifies that he remembers treating said soldier while the regiment was stationed at Lebanon, Ky., which was in the fall of the year 1862, for an injury of the nature of a bruise to his left arm, caused by falling from a horse; has a distinct recollection of the treatment of said soldier for such an injury, but in the absence of any notes on the subject, and owing to the long lapse of time, cannot remember the details.

H. M. Harvey, examining surgeon, gives as the result of a medical examination March 18, 1874:

"Injury to left forearm and elbow joint by horse rolling upon it. Radius and probably ulna necrosed; bone coming out still; arm swelled, elbow-joint stiffened, inner side of arm inflamed and discharging unhealthy pus at several openings; arm painful."

Dr. M. J. Bray testifies:

"On the 25th of February, 1876, I was called upon to amputate the left arm of said soldier, and the following is a diagnosis of the case: I examined the arm after amputation. The distal extremity of the humerus and other bones of the elbow were in a carious condition. The olecranial process of the ulna indicated an old fracture or an injury, which was the cause of the present disease. Probably the bones of the forearm were also in a necrosed condition, extending down to the wrist joint, and the integuments of forearm were in a state of chronic ulceration."

A critical examination of the testimony taken by the special examiner above mentioned does not, in the opinion of this committee, overbalance all this positive testimony.

Hon. Joseph Lyman, a member of the House, certifies to the very high character of claimant, and says his statement in regard to his disability would be believed by all who know him.

In view of the doubt thrown upon the case by the conflicting testimony, your committee believe that soldier's three years' service and his present disability should entitle him to the benefit of the doubt, and merits the relief sought.

The bill is reported favorably, with a recommendation that it do pass

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1850.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887. - Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 4745.]

The Committee on Pensions, to whom was referred the bill (H. R. 4745) granting a pension to William S. Bewley, have examined the same, and report:

This claim was rejected by the Pension Office for want of record testimony. There seems to be ample proof from other and reliable sources to sustain the case. The House report is adopted and is as follows:

Claimant enlisted December 14, 1862, and was discharged November 12, 1863.

He alleges, in delaration filed June 28, 1880, that about March or April, 1863, while recruiting for the regiment, he contracted rheumatism from exposure. Also, at Camp Nelson, Kentucky, in July, 1863, he contracted pneumonia, resulting in the disease of the lungs; and about the same time and place he contracted dyspepsia.

This claim was rejected on the ground of no record of any one of the disabilities alleged, and the claimant is unable to prove by medical or other evidence based upon personal knowledge that the rheumatism or dyspepsia originated in the service, or that he had disease of lungs at discharge.

William Lee, a private of claimant's company, testifies that he was with claimant while in the service; saw him nearly every day, and know that, while at Camp Nelson, Tennessee, in July or August, 1863, he was taken sick with what Surgeon Hunt called pneumonia fever, and claimant was ordered to a private house, where he was treated by said surgeon. Next saw claimant in November, 1863, when he was suffering with a pain in his side, had a bad cough, looked badly, and was suffering from dyspepsia.

John D. Carey, a private of Company A, First Regiment Tennessee Light Artillery, testifies that when claimant came to the camp, in November, 1863, he was suffering from dyspepsia, had a bad cough, and complained of rheumatism, and in March, 1864, was stricken down with said diseases, and was then treated by Dr. Brown.

James M. Dean, assistant surgeon of First Tennessee Light Artillery, testifies that he saw claimant in the spring of 1864, and know that his health was bad, and that he was then suffering from rheumatism, dyspepsia, and a bad cough, and was being treated by the surgeon.

Nelson Price, a private in First United States Heavy Artillery, testifies that while stationed at Knoxville, Tenn., claimant came to his regiment, in the spring of 1864, when he had a cough, dyspepsia, and rheumatism, and was looking very badly.

William Moore, first lieutenant of claimant's company, testifies that while at Camp Nelson, Tennessee, in July, 1863, claimant was taken sick with pneumonia fever: was taken to a private house and there treated by Surgeon Hunt. Next saw claimant when he resigned, in November, 1863, when he was suffering from a bad cough, rheumatism, and dyspepsia, and was unable for further duty.

F. Bible, captain of claimant's company, testifies that he does not remember that claimant ever was sick or that he ever was treated by the surgeon for the alleged or any other disabilities while in the service.

J. F. Hall and J. H. Hayes testify that they lived near neighbors to claimant for the first ten years after his discharge, and know that during said time he suffered from rheumatism, dyspepsia, and had a very bad cough.

Dr. William G. Logan testifies that he treated claimant at Bryantsville, Ky., in 1863, for pneumonia.

Nelson Brice testifies that claimant was suffering from rheumatism, dyspepsia, and a cough when he came home from the Army, and has continued to suffer from the same ever since.

David Rhea testifies that he saw claimant in the fall of 1863, and knew he was sick. Dr. Brown said he was suffering from rheumatism and dyspepsia, for which he then rendered treatment.

Dr. E. B. Hale testifies that he treated claimant from 1865 to 1873 for rheumatism, indigestion, and some chest trouble.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1851.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10262.]

The Committee on Pensions, to whom was referred the bill (H. R. 10262) granting a pension to Lawrence O'Connor, have examined the same, and report:

The claimant is the father of Richard O'Connor, who died in Andersonville Prison. He is now very old and in great poverty. The report of the House is adopted, and is as follows:

Lawrence O'Connor is the father of Richard O'Connor, who was a private in Company I, Twenty-sixth Regiment Iowa Volunteers, enlisting August 12, 1862, and dying in Andersonville Prison, Georgia, while a prisoner of war, February 28, 1865. The mother of the soldier died March 19, 1861. The claim of the father for pension was rejected by the Pension Office because he "was physically and financially able to support himself and family at date of soldier's death." But the proof is conclusive that he is now very poor, seevnty-seven years old, and physically helpless.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1852.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8829.]

The Committee on Pensions, to whom was referred the bill (H. R. 8829) granting a pension to Jacob Teits, have examined the same, and report:

The Pension Office rejected this case on the ground of want of record to show incurrence of disability in the service. It is clearly established that the soldier was sound when he enlisted. The House report is adopted, and is as follows:

The claimant was a member of Company A, One hundred and forty-fourth Regiment Illinois Infantry. He alleges that he and others were detailed to guard prisoners from Alton, Ill., to Richmond, Va., in March, 1865, and while at Cumberland City, Va., he fell from a box car and thereby ruptured himself on the left side.

The claim was submitted for admission by the examiner in the Pension Office, but rejected by the reviewer on the ground that there is no record, and claimant's inability to furnish satisfactory evidence showing the incurrence of alleged hernia in service.

Claimant's physician and two of his neighbors testify that prior to enlistment he was a sound man and free from any rupture.

James M. Finley, the orderly sergeant of same company, testifies that claimant was detailed by him about the middle of March, 1865, to go to Richmond with prisoners, and while *en route* was injured as alleged. On the day following his return to his regiment Finley took him to the doctor, who, upon examination, pronounced him ruptured. The surgeon who treated claimant in service is dead. Other comrades of claimant's company testify to the receipt of the injury as alleged.

Dr. J. S. Lindaberry testifies that in August, 1865, he treated claimant for malaria and a rupture.

The testimony of neighbors shows that claimant returned home from service ruptured, and that he has been largely incapacitated for work on account of it. The examiner rated his disability one-half to 1884 and total from that time.

The examining surgeon reports that claimant has scrotal hernia of left side; it is reducible, but comes down on the least exertion. He rates the disability three-fourths.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1853.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9401.]

The Committee on Pensions, to whom was referred the bill (H. R. 9401) granting an increase of pension to H. H. Dodd, have examined the same, and report:

This man has been pensioned at the rate of $30 per month. The statements of the physicians describing his deformity and sufferings justify the increase provided in the bill. The House report is adopted, and is as follows:

The files from the Pension Office in this case show that claimant was pensioned for rheumatism in 1877, and is now receiving $30 per month, the amount allowed for total inability to perform manual labor. His application for an increase was rejected March 16, 1886. The examining board at Independence, Kans., February 24, 1886, report as follows:

"He is drawn all out of shape, and, when able to be up, walks with difficulty. There is a marked atrophy of all muscles of the right side, and the ribs of the right side are contracted. He is very anæmic, weak, and feeble. Heart hypertrophied, irritable, and irregular. He requires the attendance of another person fully one-half of the time. He suffers constantly and is totally disabled all of the time. He is in our opinion entitled to a total first-grade rating. His height is 5 feet 8 inches; weight, 110 pounds."

It will be seen that the examining board recommend a total first-grade rating, which is $50 per month. The law fixes this rating only in cases requiring "the regular personal aid and attendance of another person." No reason is given for rejecting the application for increase, but your committee presume it is founded on the claim of the examining board's report, which says, "he requires the attendance of another person fully one-half of the time." Unfortunately the law provides for no rating between that of total inability to perform manual labor, which is $30 per month, and that condition of utter helplessness "which requires the regular personal aid and attendance of another person."

The condition of this soldier is much worse than that of his comrade, who is simply disabled from the performance of manual labor, and Congress has never refused to make the distinction in cases as marked as this. There seems to be no reason to hope that he will ever be any better, but, on the contrary, that his disability will continue to increase until he becomes utterly helpless.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1854.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9664.]

The Committee on Pensions, to whom was referred the bill (H. R. 9664) granting a pension to Mrs. Lydia Burdick, have examined the same, and report:

In the opinion of the committee this claim is fully established in the House report, which is adopted, and is as follows:

Claimant is the widow of Samuel Burdick, who served as private in Company A, Eighteenth Regiment Connecticut Volunteers, from July 25, 1862, to January 4, 1864, when discharged upon surgeon's certificate of disability setting forth that the soldier was suffering from general debility with incipient tuberculosis contracted since enlistment. He died January 13, 1881, at which time he was a pensioner, for disease of lungs and kidneys, at the rate of $10 per month. The widow's claim for pension has been rejected upon the ground that the fatal disease, cancer of the stomach, did not result from diseases for which the soldier was pensioned.

Dr. W. S. C. Perkins, who attended the soldier in his last illness, testifies:

"About a year before his death soldier came under affiant's treatment. Was then suffering from consumption and chronic inflammation of the kidneys, and failing rapidly from both causes. A short time before his death a cancer of the stomach appeared which tended to hasten his death. But for the cancer he might have lived a few days longer. Death from bronchitis was sure to come in a short time. There was no post-mortem examination held. The certificate of death gave gastric cancer as the cause of death, as the symptoms pertaining to that disease were more prominent at that time."

Dr. H. M. Bishop testified in the invalid claim, under date of December 27, 1878, as follows:

"The disease for which I have treated Samuel Burdick is phthisis pulmonalis. There are areas of consolidation in both lungs, with small vomicæ, and his strength has gradually failed. Whenever active inflammation has supervened around the deposits I have been able thus far to control it in the course of a week or two, but each new attack reduces him more and more. * * * The kidneys and liver have sympathized more or less in the general decay of his system." * * *

It is evident from all the evidence in the case that soldier's health became so much reduced from disease contracted in the service that he was unable to resist the attack of the fatal disease, if cancer of the stomach must be admitted as the efficient factor in the death cause. Whether this is true or not must necessarily remain in doubt, as well as its origin.

The claimant is perfectly helpless, and since the soldier's death has been supported by the Grand Army post at Norwich, Conn., and other private charity. She is now sixty-seven years of age.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1855.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 731.]

The Committee on Pensions, to whom was referred the bill (H. R. 731) granting a pension to William H. Heister, have examined the same, and report:

The report of the House, which is very full and conclusive, is adopted and is as follows:

William H. Heister (not Heisler) first enlisted in the Union Army under the name of William Hester on August 10, 1862, for three years, in Company C, Sixty-ninth Indiana Volunteers, when, from the evidence in the case bearing upon his age, he was seventeen years old.

A report from the Assistant Adjutant-General, under date of February 13, 1884, shows that he was on the muster-rolls to October 31, 1862; was wounded in battle near Richmond, Ky., August 30, 1862, at which place and date, as shown by said report, his company was in action. On September 2, 1862, same report shows him home on furlough, having been paroled. Rolls for November and December, 1862, show him to have been discharged by writ of habeas corpus November 20, 1862, at Indianapolis, Ind. Prisoner-of-war records show him paroled at Richmond, Ky., 1862, date of capture not given. From an examination of claimant held by Special Examiner M. H. Parks, at Eureka Springs, Ark., December 18, 1882, it appears from his evidence that claimant enlisted in the Sixty-ninth Indiana Volunteers some time in August or September, 1862; was wounded and taken prisoner at Richmond, Ky., and having enlisted under age, his father instituted habeas corpus proceedings, which resulted in his discharge.

He enlisted on March 25, 1864, in Company H, One hundredth Indiana Volunteers, as appears from the Assistant Adjutant-General of date April 10, 1882, which report represents him present as to May and June, 1864, same report as to April 30, 1865 (the last roll on file). He was transferred (date not given) to Company G, Forty-eighth Indiana Volunteers, and was discharged with his company July 25, 1865.

On October 30, 1868, at Topeka, Kans., he enlisted in Company M, Nineteenth Kansas Cavalry, to serve for six months. The same report from the Assistant Adjutant-General last above named shows him present October 31, 1868, name not borne on returns for December, 1868, or January, 1869; mustered out with company April, 18, 1869, at Fort Hays, Kans., as a private.

On August 29, 1881, claimant filed his application for a pension, alleging that at Fort Dodge, Kans., on January 1, 1869, he contracted sore eyes, from which he never recovered, and which continued to grow worse, causing total blindness. On February 7, 1882, he was examined by the medical examing board in this city (Washington), who, to quote the exact language, reported him "practically totally blind," and that he required the constant aid and assistance of another person.

In an affidavit filed July 14, 1882, claimant alleges that on the 15th day of January, 1869, while in the service and line of duty and while on guard at night (guarding the horses) at Fort Dodge, Kans., there prevailed a very strong bleak wind, which carried with it dust and sand; that he took a severe cold, and the next morning his eyes were badly inflamed; that it was nearly a month before he was able to perform

any duty again, and then only on company guard for two hours, but was never thereafter able to go on picket or regimental guard; that his eyes continued to grow worse from that date; that the captain of the company frequently requested affiant to go to the hospital, but he preferred to and was permitted to remain with his company, but was relieved from duty; and that at the expiration of his service he was discharged with the company. From the claimant's evidence, which is satisfactorily corroborated, he became blind in the fall of 1880.

The claimant employed one H. F. Hill, of Eureka Springs, Ark., as his agent to prepare his original application and prosecute his claim; another agent at same place, named Charles H. Miller, also one William F. Burch, a brother-in-law of the claimant, became interested in the prosecution of the claim.

The whole three were a set of scoundrels, and, in 1882, Hill and Miller were both in the penitentiary, having been convicted by the United States district court at Fort Smith, Ark., for fraudulent practices in connection with certain pension cases. It does not clearly appear that Burch, who, in 1882, was a fugitive from justice, was operating with Hill and Miller generally, but he took a hand with them in efforts to supply certain affidavits deemed by them essential to success, and among them, by joint action, as it seems, the affidavits of the captain of the company in which claimant last served (who was at the time dead) and those of two comrades were forged and filed in the cause. In the course of the progress of the claim suspicion was aroused at the Pension Office that fraud was being attempted, and the case was referred to special examiners in the field, who were directed to make thorough examination, which was done, and the frauds clearly shown. From a careful consideration of all the evidence your committee are confident that the claimant was not a party to the frauds of Hill, Miller, and Burch. The claimant at the time was totally blind, and in very dependent circumstances, with a wife and three children to be supported by friends and charity. Miller (acting, no doubt, for himself and Hill) procured of claimant a promise to pay him one-third of the amount of pension recovered, and then proceeded to do the business according to methods then in practice by him.

That these men kept their villainous schemes to themselves and did not acquaint claimant with them is evident from a number of points in the evidence, to recite all of which would require much time and space. They procured of claimant the names and last-known addresses of the captain of the company and two comrades, proceeded to draft the necessary affidavits, not disclosing the post-office addresses of the respective witnesses, and, after a time, informed claimant that they had procured them, and handed them to him, and he turned them over to Miller, who finally brought claimant to Washington to have the business completed by an examination, &c. Later, upon calling upon claimant, who had returned home, for the post-office addresses of the parties whose affidavits had been forged, he replied with frankness, giving the addresses surmised when Hill, Miller, and Burch applied to him, and as to which they later confirmed his impressions. This led at once to the special examinations, not only of such of the three witnesses as were alive, but of a large number of others, and while there are some points as to which conflicts of evidence exist, yet a review and careful analysis of all the evidence has satisfied your committee that when claimant enlisted in the Nineteenth Kansas Cavalry he was free from disease of the eyes; that he incurred disease of the eyes in the service; had sore eyes at discharge, which continued to gradually grow worse, until, in the fall of 1880, he became totally blind.

The claimant enlisted three times as a soldier between the years 1862 and 1869, and while nothing affirmatively appears as to medical examinations upon enlistment the presumption is he was each time carefully examined by competent surgeons. The reports from the Adjutant-General's Office, while exhibiting considerable in his favor, show not the least suspicion of disease to eyes at either enlistment. Men for whom he worked on farms, both immediately before enlistment and after discharge, give clear evidence as to prior soundness and subsequent diseased condition, and in most cases these witnesses are vouched for by the respective special examiners who took evidence in the cause as being of good reputation, while of the claimant himself Special Examiner M. H. Parks declared in his report as follows:

"The claimant is a clear-headed, intelligent man, and the manner in which he told his story and the satisfactory answers he gave to the questions I put to him left the impression that he was telling the truth."

The examination of claimant by Parks was lengthy and thorough and skillfully conducted, and in the opinion of your committee the result justified the impressions of claimant on the part of the examiner as expressed in the above quotation from his report. The claimant in an affidavit filed with the papers declares that he had no knowledge of the attempt of Miller, Hill, and Burch to commit a fraud on the Pension Office.

In conclusion, while the attempt to commit an infamous fraud upon the Pension Office was well calculated to arouse a strong prejudice against claimant, and while

some features of the evidence taken in examinations, if credited and not carefully analyzed and compared with other well-sustained proof, may have justified the Pension Department in rejecting the claim and adhering thereto, your committee, notwithstanding an original sense of prejudice, have concluded that the claimant is not chargeable with the attempted frauds, that he is innocent of any complicity therein, and that the evidence as a whole sustains his right to a pension at the hands of Congress.

The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1856.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8067.]

The Committee on Pensions, to whom was referred the bill (H. R. 8067) granting a pension to Andrew J. Van Order, have examined the same, and report, recommending the passage of the bill.

The appended House report very fully and correctly states the evidence in the case.

The claimant enlisted August 15, 1861, in Company D, Twenty-eighth Illinois Volunteers. He served until February 15, 1864, to take effect January 4, 1864, and was mustered out, and he re-enlisted January 5, 1864, and was mustered into the same company and regiment and served until the close of the war, and was discharged March 15, 1866. He filed his application for a pension January 24, 1876, alleging that in line of duty in April, 1865, he contracted disease of the heart and liver. His application was rejected on December 24, 1882, on the ground that there is no medical evidence to the treatment of the diseases in the service.

The evidence shows that the claimant enlisted while quite young; that to all appearances he was a sound and healthy man, and free from any disease whatever; that when he was discharged he was in very poor health, completely broken down, and has remained so ever since. A large amount of evidence is taken in the case, all going to show that since he came out of the Army he has been in very poor health and not able to perform any labor more than half the time; that he is a very poor man and is compelled to make whatever living he gets by manual labor.

Dr. Kemper, the surgeon of his regiment, testifies that he remembers the claimant and thinks he treated him in the service, but cannot remember for what.

H. Rhodes, late captain Company H, Twenty-eighth Illinois, testifies that claimant was a sound man at enlistment, and on or about May, 1865, near Mobile, Ala., he was taken sick while in the service; that the regiment was ordered to Texas, and that afterwards he returned to the regiment in Texas in ill health and was detached to commissary department on account of it.

G. H. Kirkland and I. W. Sargent, late of said company, testify that claimant was taken sick while in the service, about April, 1865, and that his disease was of the heart and liver.

G. H. Courland, a comrade in said regiment, testifies substantially to the same state of facts.

Dr. J. W. Root testifies to treating claimant in 1865 for chronic inflammation of liver and general debility.

Dr. Prentiss testifies to treating claimant in 1877 for a pain in left side and breast and general debility.

Dr. Clark testifies to treating claimant several times for torpid liver.

G. W. Day says he has read medicine; that he has been personally acquainted with claimant for over twenty years; that he has been since his return from the Army suffering from the disease of liver and heart, and that he has in consequence of said debility been unable to work more than one-half his time.

J. M. Bansee and W. E. Mason testify, May, 1877, that they have known claimant for the last twelve years; that he is a man of good habits, and that he has in conse-

quence of his sickness been disabled at least one-half the time. Mason also testifies that he served in said company with the claimant, and that he was with him at the date of his discharge, and that to his knowledge he knows him to be at the date of discharge suffering from a disease of the heart and liver.

G. H. Kertland testifies to the same as Mason.

B. C. Gillam, late captain of the said company of claimant, testifies that the claimant was a sound and healthy man at enlistment. Mr. Gillam resigned, and was not with the company after November 21, 1862. He visited the regiment in July, 1863, at Vicksburg; he saw Vanorder; he was well and on duty; he saw no more of the claimant until after he returned home. On the 7th day of December; 1882, the same witness swore before the special examiner that the claimant had been sick of late years, he has been sick a good deal, but whether it was on account of his service affiant could not say; thinks claimant was persuaded to apply for a pension.

This same witness, B. C. Gillam, on September 10, 1880, states in a letter to the Pension Office that claimant is in as good health as any man, and I think there is some false swearing; that claimant is a very lazy, shiftless creature, and not entitled to a pension, &c.

The contents of this letter was not known to claimant in all probability, and seems to display malice towards the claimant, and no doubt largely influenced the action of the Pension Office in rejecting his claim. The medical examiner in the case has rated claimant at one-half disability. Just how Mr. Gillam can reconcile his swearing in December, 1882, and his letter of September, 1880, is hard to understand, and when contrasted with all the other evidence in the case, the great number of doctors who have treated claimant since discharge, and the four comrades, and a large number of neighbors, who have testified to claimant's disability since discharge, there can be but one conclusion, that the letter written by Mr. Gillam was the result of malice. The great array of witnesses who have testified in claimant's favor are known to be reputable, and so certified. The evidence seems to make out a strong case in claimant's favor. Therefore, your committee recommend that the bill be amended by adding the letter "D" after the word "Company" in the fifth line, and that the bill do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1857.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8384.]

The Committee on Pensions, to whom was referred the bill (H. R. 8384) granting a pension to Mahala Brown, have examined the same, and report:

The facts are clearly stated in the House report, which the committee adopt, and recommend the passage of the bill.

The claim was rejected by the Pension Office on the ground that the claimant was not dependent upon the soldier for support.

Dr. J. H. Grady testifies that he has known claimant's husband since 1868, and his condition has been that of an old, decrepit man, and not able to perform manual labor.

Thomas Vincent and L. S. Shelby testify they have lived near claimant since 1862, and was acquainted with her husband, and regarded husband's service worth about $40 per year up to 1870, and after that time it was worth nothing.

Dr. J. M. Sheldon states he examined claimant's husband in 1880, and considered him in a bad condition, and had been so for some time.

Abundant testimony by neighbors shows that claimant's husband owned a small farm of about 100 acres and some little personal property, and altogether was not worth more than $600 or $700; that the son worked on the farm from the time he was old enough up to the time he enlisted, except when working for some of the neighbors, and all his earnings went to the support of his parents, and his labor was considered worth $15 per month, and that the soldier contributed to his mother's support up to the time of his death.

John Atherton testifies that claimant's husband's farm is poor and does not yield enough to support her and husband.

L. S. Shelby, Thomas Vincent, and James E. Brown testify claimant has been supported by products of husband's farm and her own labor as midwife.

The testimony in this case shows that the claimant is old and poor, and her husband is not able to support her, and she has no one else to depend upon for her support; that her husband's farm is small, and the land poor, and would not bring a rental of more than $40 per year.

The soldier enlisted November 1, 1862, and died June 13, 1863, leaving no wife or child.

Your committee are of opinion that the claim is a meritorious one.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1858.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6732.]

The Committee on Pensions, to whom was referred the bill (H. R. 6732) granting a pension to Speed S. Fry, have examined the same, and report:

The claimant, General Speed S. Fry, served with great merit and distinction in the Mexican and recent wars. He is very aged, very needy, and his present pension is a mere pittance, inadequate to his necessities, and bears no comparison to his services. The House report is adopted, and is as follows:

Speed S. Fry served as a captain in the war with Mexico, and so distinguished himself in the battle of Buena Vista as to receive favorable mention in the report of General Taylor.

He was mustered into the United States volunteer service on October 28, 1861, as colonel of ——— Regiment Kentucky Volunteers, in which capacity he served faithfully until January, 1862, when he was promoted to the rank of brigadier-general of volunteers for gallant and meritorious conduct in the battle of Mill Springs, Kentucky. He served as brigadier-general until the close of the war.

He is now on the pension roll for deafness.

He is now almost totally deaf, broken down in health, is over 70 years old, and almost penniless.

Your committee are of opinion that the rating of pensions for this class of disability is insufficient, and that General Fry is entitled to a higher rate of pension for the few remaining years of his life than that now received by him.

The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1859.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8798.]

The Committee on Pensions, to whom was referred H. R. 8798, granting a pension to Thomas J. Hays, have examined the same, and report, recommending the passage of the bill. We adopt the appended House report, which sufficiently sets out the facts in the case.

The applicant enlisted July 30, 1861, was discharged October 13, 1864, and filed his claim for pension March 9, 1880, alleging disease of lungs, resulting from a fever which he contracted about December 30, 1861, at Columbia, Ky.

The claim was rejected on the ground that there was no record of the alleged disease of lungs, and the claimant had stated his inability to furnish any medical testimony showing the existence of the same while he was in the service or at the date of his discharge.

The testimony filed in the claim is as follows:

N. B. Price, a comrade, testifies that the claimant was taken sick about December 30, 1861; was sent to hospital, where he was furloughed and went home; that when he returned, in April, 1862, he complained of "a hurting in his breast, and was never able to do much duty afterwards, and has been a weakly man ever since."

James C. Cummins, George W. and Chesley Payne testify substantially to the same.

B. H. and John G. Cummins and Jerome Price testify that the claimant was taken sick in December, 1861, and has been a weakly man since.

Eliza Prewitt and Josiah Cummins testify that the claimant had fever in 1861; afterwards complained of his breast, and was treated by Drs. Owens and Turk; that since his discharge he has complained of his back and loins and weakness of nerves.

Dr. S. K. Rhover, assistant surgeon of the claimant's regiment, testifies that he (claimant) had a fever in December, 1861, for which he assisted in treating him until he partially recovered, when he was sent home on furlough; that he also treated him several times subsequently while in the service.

John Sorder testifies that the claimant came home in the spring of 1862; was very weakly, complaining of his back and loins and weakness of nerves, from which he has complained continuously since his discharge.

W. H. Cummins, A. J. Payne, Nehemiah Bloome, and W. L. Payne, neighbors, state that the claimant was at home on a furlough in January, 1862, with fever; he complained of his breast, back, and loins, and was treated by Dr. Joplin, who is now dead; that he has continued to complain of these disabilities ever since his discharge.

The examining surgeon, who examined the claimant November 14, 1883, states that "he has chronic bronchitis; that he complains of no pain, yet says he has a sense of uneasiness beneath the sternum; some cough exists; the expectoration is of a mucopurulent character; auscultation shows subcrepitant rales to be abundant over most of the left lung; rated at one-half total."

Your committee are of the opinion that the evidence in this case shows clearly that the claimant contracted a fever in 1861; that he had some affection of the chest following his convalescence, and that he has suffered therefrom since the date of his discharge. In view of the honorable term of service rendered by him, and the testimony on file, they believe this to be a meritorious case.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1860.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9928.]

The Committee on Pensions, to whom was referred the bill (H. R. 9928) granting a pension to Moses Williams, have examined the same, and report:

The committee adopt the appended House report, and recommend the passage of the bill.

Williams enlisted in the United States Marine Corps June 24, 1873, and was discharged therefrom May 21, 1874, be cause of hernia of right side, incurred on the U. S. S. St. Lawrence in September, 1873. The records of the Navy Department corroborate fully claimant's allegations as to the incurrence of the disability in line of duty, but the claim for pension has been rejected, because claimant, prior to his service aforesaid, served an enlistment in the Confederate forces during the late war. This action is in accordance with the provisions of section 4716, Revised Statutes, which forbids the payment of pension to any person who aided or abetted the late rebellion against the authority of the United States. On March 3, 1877, Congress, however, passed an act amending such section, so as to remove the disabilities of those referred to in said section, who, since the termination of the rebellion, enlisted in the Army of the United States, and while in such service incurred disability in line of duty.

Under the construction given this act by the Pension Office subsequent service in the Navy, which includes the Marine Corps, and consequent incurrence of disability do not remove the disability imposed upon those who participated in the rebellion by aforesaid section. This discrimination was evidently not intended by Congress, and until a remedy is applied no relief can be afforded in the case under consideration.

Claimant's disability is serious. A truss, however well adjusted, fails to keep the bowels intact, thus preventing him from performing manual labor to any extent.

Your committee are of opinion that the relief asked for should be granted, and therefore report favorably on the bill and ask that it do pass, amended, however, by striking out the words "in company" in line 6.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1861.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 7221.]

The Committee on Pensions, to whom was referred the bill (H. R. 7221) granting a pension to Thomas B. Walsh, have examined the same, and report:

The facts in this case fully appear in the report of the House committee, hereto annexed. Your committee recommend the passage of the bill.

Claimant enlisted as a private in Company D, Tenth Regiment Tennessee Cavalry, January 1, 1864, and was discharged August 1, 1865. Claims a pension for disability caused by rheumatism contracted while in the service of the United States and in the line of duty. Claim rejected on the ground that there is no record of alleged disability, and claimant is unable to prove by reliable testimony that it was contracted in the service and in line of duty. Claimant states that he was treated for rheumatism, in camp, by Dr. Leonard, assistant surgeon of his regiment, at Johnsonville, Tenn., for about two and a half months, until sent to Nashville for discharge. After his discharge he was treated by Drs. Abel, Slack, May, and Parkerson; that he has not been treated by any physician for the last several years, but has used a medicine recommended by Dr. Parkerson, which always afforded temporary relief. Has performed manual labor about one-fourth of his time since discharged; that he cannot find a commissioned officer of regiment to give further testimony than that now on file; that he has written to Dr. Spencer J. Freeman, formerly of his regiment, but fails to get any reply. Dr. Alexander is dead. Dr. John A. Parkerson, Isaac M. Bigham, and Capt. John A. Davis all testify as to prior soundness of soldier, and that at date of enlistment he was a sound, healthy man, having no disease whatever. Capt. John A. Davis further testifies that soldier complained of rheumatism, located in both hips; saw him placing his hands on his hips as if in pain; that soldier often reported to the surgeon for treatment for said disease, and to make his lot easier he was detailed about the adjutant's tent, where he staid until mustered out. Knows above from personal observation.

Comrades John G. Williams and William H. Wingo testify to the same state of facts.

First Lieut. Lorenzo D. McJunkins testifies that claimant, while in the line of duty at Johnsonville, Tenn., about July, 1865, was affected with rheumatism, and that he relieved him from duty on that account, and he did no more active duty until discharged; that soldier, with his company and regiment, was transferred from New Orleans to Nashville, Tenn., on a steamer. They were eleven days on the passage, exposed to the fogs and mist from the waters. This, with exposure to camp life, brought on rheumatism.

Dr. Abraham Slack testified that he treated solder for lumbago and rheumatism shortly after his discharge, and again in 1868, 1869, and 1870.

Dr. A. G. Clapton also treated soldier for rheumatism.

Dr. J. P. Rowe testifies as to continuance of rheumatism, and rates soldier as two-thirds disabled. There is an abundance of testimony showing continuance of disability from date of discharge.

Dr. A. J. Paine, examining surgeon, gives soldier a three-fourths rating for disability from rheumatism.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1862.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10050.]

The Committee on Pensions, to whom was referred the bill (H. R. 10050) granting a pension to Frank Bell, have examined the same and report, recommending the passage of the bill.

The appended House report, which your committee adopt, clearly and fully sets forth this claim as appears from the evidence.

Captain Bell is now a pensioner, at the rate of $30 per month, far loss of right leg, from wound received at Gettysburg, Pa., July 3, 1863.

In addition to this disability he is suffering from a gunshot wound of chest, received at the battle of Antietam, Md., September 17, 1862.

This wound is established by record evidence, and included as disability in the pension certificate, but no rating therefor is made, or can be made, by the Pension Office, because the two disabilities combined do not reach that total and permanent helplessness for which the pension laws provide a pension of $50 per month, the next highest rate above that now paid claimant, except those who are provided for disabilities specifically mentioned in the law, and of a character different from the disabilities in the case under consideration.

The additional disability is described by the Washington City board of examining surgeons as follows: Gunshot wound, ball entering about 4 inches below and behind the right nipple and making its exit about 2 inches to the right of vertebral column, just at lower border of ribs. Cicatrix of entrance adherent, depression below seat of wound, with deficient expansion of that side of chest; at lower portion tenderness on pressure in region of wound.

The disability from this wound is of a serious character, having affected the whole system, particularly the lungs, liver, and kidneys, confining the subject to his house for weeks at a time, and entailing upon him much expense for medical attendance. Every application for life insurance has been denied him.

With increasing age this disability becomes more serious, and were it the only cause for pension, it would undoubtedly entitle the claimant to total in rank, or $20 per month.

Believing that relief should be afforded this much-disabled claimant, your committee report favorably on the bill, amended, however, by striking out the word "fifty," in line 6, and inserting therein instead the word "forty," and, thus amended, ask that it do pass.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1863.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8826.]

The Committee on Pensions, to whom was referred the bill (H. R. 8826) granting a pension to Mary M. Thompson, have examined the same and report, recommending the passage of the bill. The appended House report, which your committee adopt, correctly states the facts.

The claimant filed an application for pension June 29, 1880, as mother of Charles W. Thompson, late a private in Company A, Third Regiment Pennsylvania Heavy Artillery, and the claim was rejected by the Pension Office, December 9, 1882, on the ground of non-dependence.

The fact of the son contributing to the support of his mother does not seem to be questioned by the Pension Department.

The Adjutant-General's report shows that the son, Charles W. Thompson, was mustered into the service January 11, 1862, for three years, and is reported February 29, 1864, missing in action at Smithfield, Va., February 1, 1864; taken prisoner at that place and died in hospital at Richmond, Va., of small-pox February 21, 1864.

Alexander M. Johnston, one of the assessors of Trenton, N. J., in affidavit made March 18, 1880, testifies that William C. Thompson, the husband of claimant, is assessed as follows: Real estate, nothing; personal estate, nothing; deductions, nothing; balance ratable, nothing; and that he had never been assessed for more than is stated.

Daniel W. Smith, M. D., testifies that the husband of claimant, ever since 1878, has been affected with asthma and rheumatism.

Josiah D. Stults testifies that William C. Thompson, the husband of claimant, was in his employ in the railroad company, and that his wages were $1.50 per day when he worked, he boarding himself. Said Thompson was a carpenter, was somewhat disabled, and lost more or less time by sickness.

Hiram Lenox, in affidavit filed October 11, 1881, states that the husband of claimant has been in the employ of the Pennsylvania Railroad Company as a carpenter a considerable portion of the time he was away from home. At present he comes home every other Saturday night and goes back to his work on Monday morning. Said Thompson has never been the owner of any real estate whatever. As to his personal property, he never had any visible beyond his household goods, amounting to but little, and now has almost entirely disappeared. He was always a poor working mechanic, in straitened and pinched circumstances, and is now very old and infirm, and, in addition to his poverty, his wife is a confirmed invalid, and has been for many years. She never has owned any property, but has been a great burden to him for many years. He has lived near them for twenty-five years.

John Wybrandt testifies that he worked with the said William C. Thompson, husband of claimant, and that their pay was 19 cents per hour.

Charles W. Gerry, M. D., testifies, in an affidavit made June 10, 1882, that said William C. Thompson has been under his medical care since May, 1880, and during that time he has treated him for rheumatism and asthma.

Mrs. Mary E. Jones testifies that she opened letters coming from claimant's son, while in the Army, and they contained money for her support.

Henrietta Farrell testifies that claimant's son sent money home to the claimant, for she often told her so.

Claimant, in an affidavit filed to reopen her case, states that she was dependent upon her son for support while he was in the Army; that her husband was not able to contribute to her support on account of being afflicted with asthma and rheumatism. She was an invalid at that time.

In the investigation as to the merits of the claim, made by a special examiner of the Pension Bureau, the only point in said examination is non-dependence. In the evidence of the husband of claimant, taken before the special examiner, it is shown he received $1.75 per day at the time of his son's death. He was not able to support his family for the reason that in 1857 his wife became a confirmed invalid. Her sickness was of such a character that she could not manage her household duties, and he was compelled to employ help for her; this continued until 1866. He had one son afflicted with fits ever since he was eight years of age, totally incapable of performing any labor, and he had to care for him until he was confined in a lunatic asylum.

Dr. W. W. L. Phillips, one of the examining surgeons at Trenton, N. J., in a statement made November 9, 1881, states that he treated claimant's husband for bronchial catarrh during the years 1859, 1860, and 1861, and he was not at that time always in a state of health that enabled him to do manual labor.

There is a statement on file with the special examiner's report from the railroad company by which claimant's husband was employed which shows that for the year 1864, the year in which his son died, his average monthly salary was $25, while another statement covering about five years shows it to be a little more.

It is hard to discover from the mass of evidence on file that claimant's husband was able to support her at the time of the son's death. It is clearly shown that he was often sick, and often unable to work; that the claimant was a confirmed invalid, requiring the attendance of another person, while the husband was endeavoring to earn enough to support them; and it is further shown that the son did contribute to the mother's support, and felt her dependence on him.

In view of all the facts in the case, and the undoubted justness of her claim that she was dependent upon her son for support at and prior to his death, your committee recommend that the bill do pass.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1864.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6918.]

The Committee on Pensions, to whom was referred the bill (H. R. 6918) granting a pension to Lewis M. Strong, have examined the same, and report:

The committee adopt the appended House report, and recommend the passage of the bill.

Strong was a private in Company K, Third Vermont Regiment. At the battle of the Wilderness, May 5, 1864, he received a gunshot wound in the right knee, producing a comminuted fracture. He was in hospital for ten or eleven months, when, rather than join the Invalid Corps, he returned to his regiment, arriving in time to join in the final assault upon the enemy's works in front of Petersburg, and in a charge made on the 2d day of April, 1865, his left leg was shot away below the knee.

He is pensioned at the rate of $30 a month for loss of left leg, but as his combined disabilities are not sufficient to entitle him to the $50 grade, the Department cannot allow his claim for increase.

Dr. Erastus P. Fairbanks expresses the opinion that Strong's wooden leg is decidedly his best leg. The right leg is left with false anchylosis of the joint and a very large bony protuberance upon the external condyle, and tuberosity, causing him great pain, swelling, and suffering whenever he uses it even for an hour or two. Dr. Fairbanks does not believe Strong could walk 2 miles if his life was to pay the forfeit in case of failure.

There is no intermediate grade between his present and the $50 rating to which the Pension Office has any authority to raise his pension; but your committee think the rating provided in the bill is not more than he is fairly and equitably entitled to.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1865.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 942.]

The Committee on Pensions, to whom was referred the bill (H. R. 942) granting a pension to James Morton, have examined the same, and report:

The appended House report, which the committee adopt, clearly and fully sets forth the evidence in this case.

Your committee recommend the passage of the bill.

[House Report No. 3265, Forty-ninth Congress, first session.]

James Morton was mustered into Company F, Twenty-second Kentucky Volunteers, January 10, 1862, and resigned February 18, 1863.

The claim was rejected by the Pension Office on the ground of no record, and that the disability did not make its appearance until after his resignation.

The claimant states: December, 1862, he was detailed for picket duty; that it rained all night, and he became thoroughly wet and chilled, and was forced to March next morning without breakfast, and that night slept on some palings taken from a fence to keep out of the water, and the following morning was chilled through and stiff, and caught a severe cold, which lasted untill he arrived home. The alleged rheumatism did not make its appearance until a few days after his arrival home, which was in March, 1863.

Dr. Charles W. Secrest states that he became acquainted with claimant in 1857, and saw him up to his enlistment, and knows that he was an able-bodied man in every respect.

J. W. Fulton states that he was a physician in early life and knows claimant was a sound man and free from rheumatism at enlistment.

W. J. Worthington, colonel of claimant's regiment, states that he knew claimant well prior to and at enlistment, and there was not a more robust man in the command until claimant contracted rheumatism, near Vicksburg, by exposure to almost continuous rain and having to lie on the damp ground without shelter, and adds that this claim is certainly a meritorious one.

F. C. Robb, adjutant of claimant's regiment, states that he has known claimant for about twenty-five years, and knows that he was a sound, stout, and healthy man when he entered the service, and believes his, claimant's, rheumatism was the result of exposure to bad weather while in the service.

Thomas Bush, comrade of claimant, states that—

"Claimant was very sick after the charge on Chickasaw Bluffs, and vomited a great deal. They were out in the swamp of Mississippi River without tents, and exposed to bad weather, and believes claimant's rheumatisim resulted from said exposure."

Capt. John L. Goodman testifies that—

"When the claimant went into service he was uncommonly strong and healthy, and free from any disease; that in the latter part of December, 1862, the men had to lie on the wet ground while the Army was moving from the mouth of the Yazoo River to Chickasaw Bayou, and on the day the charge was made claimant complained of sick-

ness and looked sick; that he gave out during the charge and was compelled to lie down on the battle-field, and from that time on complained of being sick, claiming it to have been brought on by exposure and lying on the wet ground."

John Pratt, claimant's comrade, testifies that—

"At the charge on Chickasaw Bluffs claimant was taken sick, and affiant knows that it was in consequence of claimant being exposed to the weather."

A. S. Davis, another of claimant's comrades, testified substantially as above.

Lieutenant-Colonel Worthington states that claimant has never recovered from the rheumatism contracted during service, and is now hopelessly and permanently crippled.

Adjutant Robb states that since claimant came out of service he has been disabled by rheumatism.

J. W. Fulton, who in early life was a physician, states that he has seen the claimant off and on since his discharge, and that he has suffered continuously from rheumatism, first of an inflammatory character, and then chronic.

Dr. Secrest states that he saw the claimant in 1867, and he was then not able to help himself on account of rheumatism. Up to 1881 claimant was one-half disabled, and since that time he has been totally disabled until about six months ago, when claimant was able to go on crutches.

John Moran states that in June or July, 1863, he was working with the claimant, and claimant was then complaining of rheumatism in one of his legs, and had to quit work on account of said disease, and knows claimant has had it every year since.

Mathew P. Stewart states that he was at claimant's house in 1863, and claimant was then complaining of rheumatism, and was suffering from that disease. Affiant boarded with the claimant from 1864 to 1866 and knows claimant suffered from rheumatism more or less during the time he staid with him.

Voluminous testimony from the most influential and upright citizens in Greenup County, Kentucky, and Scioto County, Ohio, testify to claimant being a man of honor, standing high in the estimation of all to whom he is known; that claimant at one time possessed a large property, but has consumed it all on account of his disease, and while it lasted would not appeal to the Government for help, and a consideration of his claim would not only be appreciated by the claimant, but by all the old soldiers in his community.

The claimant is well known to the Hon. W. H. Wadsworth, member of the Forty-ninth Congress, who can say that the claimant is a deserving and reputable citizen.

Your committee, after an examination of the case, find the claim to be a meritorious one. They therefore recommend the passage of the bill, amended by striking out lines 6 and 7 and inserting in lieu thereof the words "of James Morton, late lieutenant Company F, Twenty-second Regiment, Kentucky Volunteers."

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1866.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 1903.]

The Committee on Pensions, to whom was referred H. R. 1903, granting a pension to Henry Canode, have examined the same, and report recommending the passage of the bill.

We adopt the appended House report.

The claimant, Henry Canode, made application for invalid pension No. 324,305, on the ground that on or about the 21st day of July, 1865, he was badly injured in both feet and ankles, by reason of a railroad accident, while on his way home from the United States service. All the testimony on file shows claimant to have been regularly enlisted; served faithfully until discharged on July 20, 1865; and while on his way home, after said discharge, he received the above-described injury. There is no doubt, from the evidence submitted and from all the papers now on file, that claimant did suffer such injury, and is now partially unable to support himself. The claim was rejected by the Department for the reason that the injury was not received strictly while in the service and in the line of duty.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1867.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 5927.]

The Committee on Pensions, to whom was referred the bill (H. R. 5927) granting a pension to Louisa Kearney, have examined the same, and report as follows:

Your committee are satisfied that this is a just claim. The appended House report briefly states the case.

We recommend the passage of the bill.

For the long and faithful service of her late husband, Lieut. Col. James Kearney, of the Topographical Engineers, United States Army, a service covering a period of almost fifty years, and because of her great age, and the fact that she is dependent upon her pension for support, we believe the pension of the beneficiary of this bill, Louisa Kearney, should be increased to $40 per month. We recommend, therefore, that the bill be amended by striking out the word "fifty," where it occurs in the seventh line, and by inserting in lieu thereof the word "forty"; and that when so amended, the bill do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1868.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. WHITTHORNE, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 3305.]

The Committee on Pensions, to whom was referred the petition of Mrs. Louise Paul for an increase of pension, beg leave to report that it appears that by act of Congress approved August 4, 1886, a pension was given to Mrs. Paul as the widow of Brig. Gen. Gabriel R. Paul, U. S. Army, at the rate of $50 per month. It now appears that Mrs. Paul petitions for an increase of pension. The committee in considering this petition have had their attention called to the following official statement of facts in support of said petition:

Statement of facts in support of a bill to grant a pension to Louise Paul, widow of Brig. Gen. G. R. Paul, United States Army.

Brig. Gen. Gabriel R. Paul was born in Saint Louis, Mo., appointed to West Point from that State, and graduated in July, 1834. From 1834 to 1839 he was on frontier duty, and in 1839 was engaged in the Florida war. From 1839 to 1842 he was on recruiting duty, and in 1842 was in the war against the Seminole Indians, a camp of whom he surprised near Tampa Bay. He served with distinction throughout the Mexican war, having taken part in the defense of Fort Brown, the battle of Monterey, siege of Vera Cruz, the battle of Cerro Gordo (where he was wounded), Contreras, Churubusco, and Molino del Rey. He led the storming party at Chapultepec, which captured the enemy's flag, and was for this act of gallantry brevetted major. For his service in Mexico he was presented by the citizens of Saint Louis with a sword. From 1848 to 1850 he was in garrison at Fort Leavenworth, 1850–'51 at Jefferson Barracks, and in 1851–'52 on frontier duty at Corpus Christi, Tex.

In 1852 he served with the Rio Grande expedition, in which he captured Carvajal and his gang of desperadoes. He was also in the Utah expeditions of 1858–'59–'60, and was engaged in the surprise and capture of a camp of hostile Indians on Spanish Fork. He was actively engaged in the late war, having rendered valuable service in New Mexico in 1861–'62. Subsequently he served with the Army of the Potomac, taking part in the battles of Fredericksburg and Chancellorsville and in its Pennsylvania campaign. At the battle of Gettysburg, while in command of a brigade, he was seriously wounded, a bullet entering his head about 1½ inches behind the right eye and on a level with it, passing through his head and emerging through the left socket, carrying the left eye with it. Thus in an instant the vision of both eyes was completely destroyed, and at the same time the senses of smell and of hearing were greatly impaired. From the effects of this wound he suffered acutely ever after in the shape of violent attacks of pain in the head and of epilepsy, necessitating the constant presence of an attendant. During the last few years of his life these epileptic attacks became very frequent, not only daily, but sometimes to the number of six during the day and night. It was in one of these attacks of unusual severity, and the direct consequences of it, that he died, as shown by the report of the attending Army surgeon, a certified copy of which is appended hereto.

The career of General Paul was a series of gallant exploits in his country's defense, covering a period of nearly thirty years of actual service in the field, and embracing

the Florida wars, the Mexican war, and closing with the battle of Gettysburg, where his sight was completely destroyed. In recognition of his gallantry on this occasion he was presented by the Twenty-ninth New Jersey Volunteers with a handsome jeweled sword, and was breveted brigadier-general. In February, 1865, he was retired from active service "for disability resulting from wounds received in line of duty," and was assigned to duty at the Soldier's Home, Washington, D. C., until June, 1865, when he was placed in charge of the Military Asylum at Harrodsburg, Ky. Here he remained until December 20, 1866. This was his last duty.

He died in this city on the 5th of May, 1886, having been in the service fifty-one years and ten months. His widow, Mrs. Louise Paul, is much in need, and asks that relief which the bill recently introduced by Senator Hawley provides—a relief for which there are very many precedents.

Respectfully submitted.

R. A. MARMION, *U. S. N.*

[Office of the attending surgeon, U. S. Army, No. 1733 G street, N.W.]

WASHINGTON, D. C., *May* 5, 1886.

SIR: I have the honor to report that Brig. Gen. Gabriel R. Paul, U. S. A., retired, died at his residence in this city at ten o'clock this morning.

The cause of death was coma following on an epileptiform convulsion, the result of a wound received at the battle of Gettysburg, Pa.

I am, sir, very respectfully, your obedient servant,

R. M. O'REILLY,
Asst. Surgeon, U. S. Army.

The ADJUTANT-GENERAL, U. S. A.,
Washington, D. C.

A true copy.

R. A. MARMION,
Surgeon, U. S. Navy.

WASHINGTON, D. C., *May* 25, 1886.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, May 28, 1886.

Statement of the military service of Gabriel R. Paul, late of the United States Army, compiled from the records of this office.

He was a cadet at the United States Military Academy from July 1, 1829, to July 1, 1834, when graduated and appointed brevet second lieutenant Seventh Infantry; promoted second lieutenant December 4, 1834; first lieutenant October 26, 1836; captain April 19, 1846; major Eighth Infantry April 22, 1861; lieutenant-colonel April 25, 1862; and colonel Fourteenth Infantry September 13, 1864; was retired as colonel February 16, 1865, and with rank of brigadier-general July 28, 1866.

He was mustered in as colonel Fourth New Mexico Infantry December 9, 1861, and honorably mustered out May 31, 1862; was appointed brigadier-general of volunteers September 5, 1862, which expired by constitutional limitation March 4, 1863; he was reappointed brigadier-general of volunteers April 18, 1863, and honorably mustered out of the volunteer service September 1, 1866.

He received the brevets of major September 13, 1847, "for gallant and meritorious conduct in the battle of Chapultepec," and of brigadier-general United States Army February 23, 1865, "for gallant and meritorious services in the battle of Gettysburg, Pa."

He was on graduating leave to October 15, 1834; with his regiment at Forts Arquckle and Gibson, Ind. T., to February 7, 1839; in the Florida war to (on recruiting service from March, 1840, to June 17, 1842) October 23, 1842; on leave to December 7, 1842; with regiment at Fort Brooke, Fla., to March 30, 1843; at New Orleans and Baton Rouge Barracks, La., to June, 1844, and at Pass Christian, Miss., to October 6, 1844; on leave to November 13, 1844; with regiment at New Orleans Barracks, La., and at Pass Christian, Miss., to April 22, 1846; in the war with Mexico to July, 1848, and at Jefferson Barracks, Mo., to September 18, 1848; on recruiting service to August 29, 1850; with regiment at Fort Leavenworth, Kans., to September 15, 1850; *en route* to Santa Fé, N. Mex., and return, to October 26, 1850; at Jefferson Barracks, Mo., to April 17, 1851; at Corpus Christi, Tex., to January 3, 1852, and at Ringgold Barracks, Tex., to July 25, 1853; on leave to February 18, 1854; with regim[illegible] [illegible]rt Belknap,

Tex., to February 13, 1858; at Jefferson Barracks, Mo., to May 26, 1858, and on the Utah expedition, and at Camp Floyd, Utah, to April 21, 1859; on leave to July 22, 1859; on detached service with recruits to October 8, 1859; with regiment at Camp Floyd, Utah, to May 16, 1860; at Albuquerque, N. Mex., to Feburary 28, 1861, and at Fort Fillmore, N. Mex., to June, 1861; instructing volunteers at Fort Union, N. Mex., and from December 9, 1861, commanding the Fourth New Mexico Volunteers at that post to April 6, 1862; and in the field, New Mexico, to May 31, 1862, when honorably mustered out as colonel of that regiment; acting inspector-general, of General Casey's Provisional Brigades, in the defenses of Washington, D. C., from August 12 to September, 1862; commanding Third Brigade, First Division, First Corps, Army of the Potomac, from October 14, 1862, to July 1, 1863, when severely wounded at the battle of Gettysburg, Pa.; absent on account of wounds to February 16, 1865, when he was retired as colonel for loss of sight resulting from wounds received in action, and with rank of brigadier-general, under act of July 28, 1866; was in charge of the military asylum at Harrodsburg, Ky., from June 13, 1865, to December 20, 1866, from which date he was unemployed to May 5, 1886, when he died at Washington, D. C. By resolution of Congress approved April 12, 1870, he was granted the full pay and allowances of brigadier-general.

R. C. DRUM,
Adjutant-General.

A true copy.

O. D. GREENE,
Assistant Adjutant-General.

And in connection with the foregoing, the statement made by Mrs. Paul that owing to the condition of General Paul from the time of his receiving his severe wound it was "such as to entirely disable him from the management of his business," and that "he was so helpless as to need constant attendance," and that "the necessary expenses of his family took up all of General Paul's pay, so that at his death nothing had been saved," and that his widow and daughter are entirely dependent on such pension as may be granted by Congress.

These allegations are supported by the certificate of Dr. O'Reilly, surgeon United States Army (see Exhibit A), and by other testimony. General Paul was a helpless invalid almost from the date of his wound received at the battle of Gettysburg, requiring the constant attention of his wife, and therefore neither one was able either to contribute to an estate or save one. The amount of increase asked for is barely sufficient to secure the object Congress originally had in view in the allowance of a pension by the act of August 4 referred to, and believing this case to be one of exceptional merit and in the line of policy adopted by the Government, this committee recommend that the prayer of the petitioner be granted and submit the accompanying bill recommending its passage.

[Office of the attending surgeon, U. S. Army, No. 1733 G street, N. W.]

WASHINGTON, D. C., *January* 31, 1887.

SENATOR: As medical attendant for several years on the family of the late Brig. Gen. Gabriel R. Paul, I became well acquainted with their financial affairs. As you are probably aware, General Paul's condition, resulting from a severe wound, was such as to entirely disable him from the management of his business, and he was so helpless as to need constant attendance. The necessary expenses of the family took up all of General Paul's pay, so that at his death nothing had been saved. I believe that Mrs. and Miss Paul are entirely dependent on such pension as may be granted by Congress.

I am, Senator, very respectfully, your obedient servant,

A. M. O'REILLY, M. D.,
U. S. Army.

Hon. W. WHITTHORNE,
U. S. Senator.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1869.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 8591.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 8591) to place the name of Fred. B. Barnes on the muster-roll, have duly considered the same, and submit the following report:

In the House on May 5, 1886, the following report was made from the Committee on Military Affairs, to wit:

The committee have carefully considered the evidence touching the propriety of the passage of this bill, and find it to be satisfactorily established—

"That Fred. B. Barnes, on or about January 1, 1864, enlisted as a member of the Seventh Regiment Tennessee Cavalry [there is no evidence as to the company in which he enlisted, or to which he was assigned, except a presumption that might arise from the fact that he was recruited by an officer of Company I of said regiment]. That in February, 1864, he was armed, equipped, and placed on duty [although not yet mustered, but in expectation of immediate muster]; that on March 24, 1804, the regiment was captured at Union City, Tenn., and sent to Andersonville, Ga., where Barnes died in prison, February 16, 1865, of chronic diarrhea."

By reason of the unfortunate capture of the regiment, and by neglect on the part of the recruiting and regimental officers, there is no record evidence of this enlistment, but the heirs of this man who died in prison as a Union soldier, captured as a soldier, and enlisted as such, ought not to be deprived of whatever pay and bounty the man himself would have been entitled to had he lived and been technically mustered.

The Adjutant-General, United States Army, made the following report in this case, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, April 1, 1886.

SIR: I have the honor to return herewith H. R. 6302, Forty-ninth Congress, first session, authorizing the making of a record of enlistment, service, and death of Fred. B. Barnes, as a member of Company D, Seventh Tennessee Cavalry, transmitted by the chairman of the House Committee on Military Affairs, and in compliance with instructions thereon, to report that the name of Fred. B. Barnes is not borne on any rolls or records of the organization mentioned, and that there is no record of his enlistment or muster into the military service of the United States on file in this office. The records of Federal prisoners of war, however, show that F. B. Barnes, Company D, Seventh Tennessee Cavalry, was admitted to hospital at Andersonville, Ga., January 4, 1865, and died February 16, 1865, of chronic diarrhea. The date and place of his capture is not shown by the records; but the Seventh Tennessee Cavalry was captured the surrender of Union City, Tennessee, March 24, 1864.

The only evidence having relevancy to the object sought to be attained by H. R. 6302, now on file in this office, is embraced in an affidavit of S. W. Hawkins, late second lieutenant (and subsequently captain) Company I, Seventh Tennessee Cavalry, who, under date of September 20, 1880, testified as follows: That on or about

January 1, 1864, while on recruiting service for the Seventh Tennessee Cavalry, he regularly enlisted F. B. Barnes; that he passed a medical examination, and a copy of his enlistment paper was sent to the adjutant-general of Tennessee; that in February, 1864, all the men (including Barnes) recruited by him were armed, equipped, and placed on duty; that on March 24, 1864, the regiment was captured at Union City, Tenn., and sent to Andersonville, Ga., where Barnes died in prison; that he has been informed that the recruits were to have been mustered in the next day, and the muster-roll was prepared, but was destroyed; that he was present and knows that Barnes was doing his duty as a soldier when captured. [NOTE.—Second Lieut. S. W. Hawkins, Seventh Tennessee Cavalry, was captured at Union City, Tenn., March 24, 1864, confined at Columbia, S. C., and was paroled at N. E. Ferry, N. C., March 1, 1865.]

This office has declined to recognize Barnes as in the military service of the United States, in the absence of any record of his enrollment or muster into the service.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

There being no general law under which the War Department can afford the proper relief in this case, which is an exceptional one, and the relief provided in the bill being just and proper, your committee report the bill back to the Senate, and recommend its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1870.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 4260.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 4260) for the relief of Henry Linebaugh, have duly considered the same, and submit the following report:

In the House the following report was made in this case, to wit:

[House Report No. 3663, Forty-ninth Congress, second session.]

It appears clearly from the proof in this case that Henry Linebaugh was duly enlisted and sworn into the United States service as a private soldier in Company A, of the Third Tennessee Mounted Infantry Volunteers, within the Confederate lines, in Greene County, Tennessee, on the 1st day of July, 1864.

It further appears that he was sworn into the service by Capt. Robert Carter, and that he was captured by a Confederate force, from which his company escaped before the muster-in of his company, at Knoxville, Tenn., and was held a prisoner of war until after the muster-out of his command, when he escaped and returned to his home.

As the proof in the case makes it clear that he was in no way to blame, and that he was held a prisoner of war for all the time which his company and regiment served, your committee recommend the passage of the bill, which authorizes that he may receive an honorable discharge, to date from the discharge of his said company and regiment, and that he receive pay from the date of his enlistment, July 1, 1864, up to the date of his discharge and muster-out of service of his said company and regiment.

WAR DEPARTMENT,
Washington City, April 10, 1886.

SIR: Referring to your letter of the 19th ultimo, requesting information on House bill 4260, authorizing the name of Henry Linebaugh to be placed on the roll of Company A, Third Regiment of Tennessee Mounted Infantry Volunteers, and the issue of an honorable discharge in his case, I have the honor to invite attention to the inclosed report of the 8th instant from the Adjutant-General's Office, from which it appears that the name of the soldier referred to is not borne on the rolls of the organization indicated nor on the records of prisoners of war on file.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, April 8, 1886.

SIR: I have the honor to return herewith House Report 4260, Forty-ninth Congress, first session, authorizing the placing of the name of Henry Linebaugh on the rolls of Company A, Third Tennessee Mounted Infantry Volunteers, as enrolled July 1, 1863,

and the issue to him of an honorable discharge as of the date of discharge of said regiment, transmitted by the chairman of the House Committee on Military Affairs, and, in compliance with instructions thereon, to report that there is no record of the enlistment or muster into service of a soldier of the name of Henry Linebaugh as a volunteer from the State of Tennessee; that his name is not borne on the rolls of Company A, Third Tennessee Mounted Infantry or Third Tennessee Infantry, or upon the records of prisoners of war on file in this Office.

There is no record of the receipt by this Office of an application for the purpose contemplated by the bill above referred to.

It is proper to remark that the Third Tennessee Mounted Infantry was organized in July, August, and September, 1864, to serve one hundred days.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Acting Adjutant-General.

The SECRETARY OF WAR.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, April 15, 1886.

SIR: In reply to your recent request that a further search be made for the papers in the case of Henry Linebaugh, as of Company A, Third Tennessee Mounted Infantry, alleged to have been filed by you in this Office about November, 1885, I have the honor to inform you that a careful re-search has failed to discover any record of the papers in question.

It is proper to state that a full report in the case of Linebaugh was sent to the Secretary of War on the 8th instant, for transmission to the chairman of the House Committee on Military Affairs, in connection with House Report 4260, Forty-ninth Congress, first session.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Acting Adjutant-General.

Hon. A. H. PETTIBONE,
House of Representatives.

The undersigned states that he received from Henry Linebaugh, late of Company A, Third Tennessee Mounted Infantry, an affidavit from said Linebaugh and also one from Capt. Robert Carter, of said company, which were duly sworn to before a clerk of a court of record, with the official seal attached, which affidavits the undersigned prepared at request of said affiants. Both swore positively as to the enlistment and oath of said Linebaugh; both fully agreed as to the attack of a Confederate force. The capture of said Linebaugh was fully proven by himself and one other affidavit. Further, that it has again and again been proven in court, at Greeneville, Tenn., that said Linebaugh was taken a prisoner and held by the Confederates as a prisoner of war at the time and place stated by him, and this confirmed by said Capt. Robert Carter. Further, the undersigned states that he placed these affidavits in the hands of the Adjutant-General of the Army under the belief that said Linebaugh's name was borne on his company's muster-roll. But he now learns that as said Linebaugh was not present with his company when it was mustered at Knoxville, Tenn., in July, 1864, his name is not borne on said roll. That he has applied at the Adjutant-General's Office for these affidavits, or certified copies thereof, but is informed they cannot be found. He states, further, that he is personally acquainted with the makers of these affidavits; that he knows their character for truth and veracity; that the facts stated are matter of common notoriety in Greene County, Tennessee, and I state what I do to set up the substance of the lost affidavits. In brief, that Linebaugh was enlisted and sworn into the service; that at the house of one William Ross, near his camp, where he had gone by direction of his captain, he was captured by a rebel force, and was held as a prisoner of war at Bristol, Tenn., at Rogersville, Tenn., and at Abingdon and Wytheville, Va., during all the time his command was in the service, and escaped *after* his command was mustered out of service; and further says not.

A. H. PETTIBONE,
M. C., &c.

Subscribed and sworn to before me this 1st day of July, 1886.

[SEAL.] JOHN H. ROGERS,
Notary Public, D. C.

Your committee, having examined the case, find the facts stated in the report to be true, and the claimant entitled to relief afforded by the bill, and report the same back to the Senate, recommending its passage.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1871.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 9905.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 9905) for the relief of William C. Spencer, have duly considered the same, and submit the following report:

In the House on January 26, 1887, the following report was made:

The committee have carefully considered the merits of this case as disclosed by the facts submitted to them, and the records of the office of the Third Auditor and the Second Auditor, and find that the liability of William C. Spencer, the person named in this bill, to the Government for moneys intrusted to him for disbursement was not incurred through any impropriety or negligence on his part; but that all of the moneys so intrusted to him were properly disposed of, in the interest and for the benefit of the public service, and that his inability to close up his accounts with the Government results solely from the loss of his official papers.

The views of the accounting officers of the Treasury regarding the liability of Captain Spencer to the Government are fully set forth in the reports of the Third and Second Auditors, which are incorporated with and made a part of this report.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., January 12, 1887.

SIR: In reply to your communication of the 21st ultimo, inclosing House bill No. 9905 of the first session of the present Congress, "for the relief of William C. Spencer," and asking for report thereon, I have to inclose copies of the reports of the Second and Third Auditors in the matter for your information.

Respectfully, yours,

D. MANNING,
Secretary.

Hon. E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

TREASURY DEPARTMENT,
Third Auditor's Office, January 5, 1887.

Respectfully returned to the honorable Secretary of the Treasury, with the information that on settlement of accounts of William C. Spencer, late lieutenant and captain Seventeenth Infantry, United States Army, for disbursements in the Quartermaster's Department, a balance of $151.75 was found due the United States, and on settlement of his subsistence accounts $132.06 were found due the United States.

Captain Spencer claims that all public funds which came into his hands were properly disposed of for the benefit of the public service, but that he is unable to close his accounts by reason of the loss of his official papers.

If his papers have been lost or destroyed, as alleged, I know of no good reason why he should not be granted the relief he desires.

W. H. WELSH,
Acting Auditor.

TREASURY DEPARTMENT,
Second Auditor's Office, January 10, 1887.

Respectfully returned to the honorable Secretary of the Treasury. W. C. Spencer, late captain Seventeenth United States Infantry, is charged with $92.63 on account of recruiting. House bill No. 9537, first session Forty-ninth Congress, to relieve him from this charge, was referred to this office and a full report thereon furnished to Hon. E. S. Bragg, through the Secretary of the Treasury, July 2, 1886. Said report concluded as follows:

"Under the circumstances I am of opinion that if the balance referred to in House bill 9537 covered the entire indebtedness of Captain Spencer, the propriety of granting the relief asked for could scarcely be questioned, but, according to my information, there is a balance of $283.81 against him on the books of the Third Auditor's Office on account of the Quartermaster's and Subsistence Departments. The proposed relief would therefore be only partial, and his accounts with the Government would still remain unsettled."

The accompanying bill (H. R. No. 9905) covers the entire indebtedness of Captain Spencer, and is therefore not open to the objection suggested in the above-mentioned report.

I concur in the view of the Third Auditor as expressed in his indorsement of the 5th instant.

WM. A. DAY,
Auditor.

In view of all the facts the committee are of the opinion that the relief proposed by this bill is a simple act of justice to a worthy, faithful, and efficient officer, and is necessary to relieve him from the painful position in which, through no fault of his own, he is now placed as a disbursing officer of the Government, and therefore report the bill back favorably, with the recommendation that it do pass.

Concurring in said report, which states the facts fully, your committee report the bill back to the Senate, and recommend its passage.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1872.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 6937.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 6937) for the relief of George D. Paul, have duly considered the same, and submit the following report:

Your committee find the facts fully and correctly stated in the report made in the House, which is as follows, to wit:

The committee have carefully considered this bill and all the facts bearing upon the question involved therein, and find his record as a soldier in the late war to be as follows:

George D. Paul, private, Company A (old), Fourth Michigan Infantry, enrolled and mustered into service June 20, 1861, at Adrian, Mich., for three years.

Roll dated June 30, 1861, presence or absence not stated; present on subsequent rolls to June 30, 1862; July and August, 1862, absent in general hospital; wounded in action July 1, 1862; September and October, 1862, returned from hospital since last muster September 13, 1862; present on subsequent rolls to June 30, 1863; July and August, 1863, absent; taken prisoner at Gettysburg, Pa., July 2, 1863; so borne on subsequent rolls to April 30, 1864; muster-out roll of company, dated Detroit, Mich., June 30, 1864, reports him sergeant; taken prisoner at Gettysburg, July 1, 1863, absent since. He was mustered out on individual muster-out roll at Detroit, Mich., January 16, 1865, a sergeant, with remark, "Taken prisoner at Gettysburg, July 2, 1863; released on parole November 20, 1864."

But your committee find that in April, 1854, on the roll of Battery I, Third Artillery, United States Army, he is entered as a deserter.

Your committee do not believe that the pension laws of the United States ever intended to bar a soldier, who served faithfully during the war of the rebellion and was wounded or contracted other disability therein, from the benefit of their provisions, because years before he may have deserted from the Regular Army, and therefore recommend the passage of the bill, giving this soldier the benefit of those laws, "*non obstante.*"

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., March 12, 1886.

SIR: George D. Paul, late a private of Company A, Fourth Michigan Volunteers, is now a pensioner by reason of a gunshot wound of the body, received at the battle of Malvern Hill, July 1, 1862.

Mr. Paul is now an applicant for increase of pension by reason of other disabilities incurred while in the service.

The War Department reports that he enlisted in Battery I, Third Artillery, July 11, 1853, and deserted therefrom April 18, 1854, and that he is now a deserter at large. In response to the request of this office that the charge of desertion might be removed, the War Department under date of March 9, 1886, states that the charge of desertion cannot be removed under existing law; and that his enlistment, while a deserter, in the Fourth Michigan Volunteers, was in violation of the fiftieth Article of War.

While I would not disturb the action which granted him a pension for the gunshot wound, I cannot, in view of the existence of the charge of desertion and the subsequent violation of the fiftieth Article of War, take favorable action upon the claim now pending.

Should, however, the Congress, in consideration of his faithful service in the regiment in which these disabilities were contracted, grant him the relief sought in the accompanying bill, this office would then be at liberty to consider his now pending claim.

I am, sir, your obedient servant,

JOHN C. BLACK,
Commissioner.

General E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

Concurring in said report, your committee report the bill back to the Senate and recommend its passage, there being no general law under which relief in such an exceptional case can be granted by the War Department.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1873.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 1710.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 1710) for the relief of T. J. Payne, have duly considered the same, and submit the following report:

This bill was referred by the House Committee on Military Affairs to the Secretary of War, and the Adjutant-General, United States Army, made to the Secretary the following report, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 15, 1886.

SIR: I have the honor to return herewith H. R. 1710, Forty-ninth Congress, first session, removing the charge of desertion against T. J. Payne, late of Company F, Second Tennessee Mounted Infantry, transmitted for information by the chairman of the House Committee on Military Affairs, and in compliance with your instructions of the 2d instant, on letter of transmittal, to report as follows:

Thomas J. Payne was enrolled and mustered into service August 1, 1862, to serve three years, in Company F, Second Tennessee Cavalry, and served therein until September 23, 1862, when he is reported "left sick at Flat Lick, Ky." He is not charged with desertion on any company or regimental records, but as he never rejoined his command, he is considered as having deserted September 23, 1862.

He re-enlisted September 25, 1864, in Monroe County, Tenn., to serve 100 days, in Company G, Third Tennessee Mounted Infantry, and served therein until mustered out with that company, November 30, 1864.

The following is a synopsis of evidence heretofore submitted to this office with a view to the removal of the charge of desertion.

Applicant stated that after having been left, as above reported, he took another route to prevent being captured, but was cut off from his command by the enemy. He returned to East Tennessee about September 30, 1862, and served to November 10, 1862, with the Home Guards. Being informed there was no chance for him to get to his command, he remained home until September, 1864, most of the time concealed to prevent being killed or captured by the enemy. When he learned the Union forces were in East Tennessee, and hearing nothing of his command, he did not wish to lay idle any longer, and then enlisted in Company G, Thirtieth Tennessee Mounted Infantry.

John Johnson and James Vogles testified that the applicant was unable to join his command, and after considerable persuasion joined the one-hundred-days men; that it was with great difficulty and danger any man could travel alone through any portion of East Tennessee; and it was almost impossible for a soldier to reach his command if it was any distance off. Heard claimant express great anxiety to rejoin his command.

D. M. Ray, late colonel Twentieth Tennessee Cavalry, testified that on the retreat from Cumberland Gap, Tennessee, about the 20th of September, 1862, some of his command, among whom was Thomas J. Payne, were sick. Payne was unable to travel so as to keep up with the command, and Colonel Ray ordered Payne and others to drop out and take care of themselves, and instructed them how to go to keep out of the way of the *pursuing enemy.*

George M. Johnson, late first lieutenant Company F, Second Tennessee Cavalry, testified that claimant was left sick at Flat Lick, Ky., about September 17, 1862, and that he had leave from affiant to stop, and orders to take care of himself as best he could; that the name of Payne was so carried until the muster-out rolls were made out, &c., and that he has personal knowledge of all the facts.

The application was denied by this office on the ground that this soldier, by his enlistment in Company G, Third Tennessee Mounted Infantry, without a discharge from Company F, Second Tennessee Cavalry, became a deserter from the latter organization by operation of law (twenty-second, now fiftieth, Article of War), and that the Department had consequently no power to remove the charge of desertion against him.

Favorable consideration recommended.

Very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

There being no general law under which the Secretary of War can afford relief in this case, and the case being exceptional, your committee report the same back to the Senate and recommend its passage.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1874.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 3365.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 3365) for the relief of the heirs or legal representatives of Samuel H. Moer, have duly considered the same, and submit the following report:

The following report was made on this bill in the House, February 26, 1886, to wit:

The facts as presented by the petition and the evidence are as follows: That in 1861 the legal authorities of the United States placed in the hands of Governor Gilpin, of Colorado, the sum of $65,198.67 to be expended for quartermaster stores, and for subsisting and equipping United States troops; that Samuel H. Moer, then a citizen of Denver, was selected by said governor as his agent for the disbursement of said funds; that in pursuance of said appointment, said Moer disbursed said funds, and forwarded vouchers therefor to the proper authorities; but vouchers covering the sum of $16,075 were found in some manner to be defective, and were returned for correction, but the evidence fails to show that the vouchers thus returned ever came to the possession of said Moer, as he was then in the military service of the United States. The evidence further shows that subsequently the Government detailed and authorized one Captain Alley to take charge of said store, and that said stores were actually in store when said Captain Alley took possession thereof, but that said Alley said there was no necessity for his receipting for the same, and he refused to do so.

There was no doubt but that the said money was properly expended by said Moer, and that the Government got the stores purchased therewith, and only has an account against said Moer in form and not in justice. It further appears that the Government still owes said Moer for services as a soldier rendered during the rebellion, and refuses to pay the same because said account is unsettled.

As the present bill authorizes and directs the proper accounting officer of the Treasury to allow a settlement of said account by allowing a credit for the amount covered by said imperfect vouchers, and authorizes the payment of any sum due said Moer for his services as a soldier, your committee think it is but just and right, and therefore recommend the passage of the same.

Your committee have carefully examined the papers on file in this case, and hereto attach and make a part of this report a letter from the late Secretary Folger, with the accompanying letter to him from the Third Auditor, and the three accompanying papers, copies of "Captain Moer's account current for quarter ending September 30, 1861, abstract of purchases and sheet of differences," as follows:

TREASURY DEPARTMENT, *March* 15, 1882.

SIR: I have received your communication of the 7th instant, inclosing bill S. 324, "for the relief of the legal representatives of Samuel M. Moer," and requesting certain information from the files of this Department relative thereto.

In reply I have the honor to inclose herewith a copy of a letter of the Third Auditor of the Treasury, dated the 13th instant, together with its inclosures, which are thought to contain the information you desire.

Very respectfully,

CHAS. J. FOLGER,
Secretary.

Hon. BENJAMIN HARRISON,
United States Senate.

TREASURY DEPARTMENT, THIRD AUDITOR'S OFFICE,
Washington, D. C., March 13, 1882.

SIR: I have the honor to return herewith letter of Hon. Benjamin Harrison, United States Senate, asking for information relative to charges against Samuel H. Moer, late captain, assistant quartermaster, and assistant commissary of subsistence, volunteers, with Senate bill 324 for his relief.

Inclosed herewith you will find copy of Captain Moer's account-current for quarter ending 30th September, 1861, abstract of purchases, and sheet of differences, showing that he is now indebted $16,075.27, amount disallowed for want of vouchers.

It will be seen that Captain Moer acknowledges to have received from the United States, per Governor William Gilpin, $65,198.67. In February, 1873 (per settlement No. 6926), he was allowed on vouchers then presented $49,123.40, leaving a balance due the United States as above stated.

Inasmuch as Captain Moer procured proper vouchers for this credit ($49,123.40), no good reason is known why the other vouchers for which he claims credit may not also be obtained and forwarded for settlement.

Disbursing officers in the military service are required by law and Army Regulations to take duplicate receipts for all payments made by them, and it ought not to be difficult for them to furnish such receipts when they are called for by the accounting officers of the Treasury.

Very respectfully,

E. W. KEIGHTLEY,
Auditor.

Hon. CHARLES J. FOLGER,
Secretary of the Treasury.

The United States on account of Army subsistence in the quarter ending the 30th day of September, 1861, *in account with S. H. Moer, assistant commissary of subsistence at Denver, Colo.*

DR.		CR.	
Sept. 30, 1861. To amount of purchases, as per abstract.....	$65, 198 67	Sept. 30, 1861. By amount of Gov. William Gilpin's drafts on Secretary United States Treasury	$65, 198 67

ASSISTANT QUARTERMASTER AND COMMISSARY'S OFFICE,
Denver, Colo.

I certify that the above account current exhibits an accurate and true statement of all money received and expended by me, on account of the subsistence of the Army, not heretofore accounted for.

S. H. MOER,
Assistant Quartermaster and Assistant Commissary of Subsistence.

Abstract of vouchers paid in the third quarter, ending on the 30th day of September, 1861, on account of the Subsistence Department, by S. H. Moer, quartermaster, United States Army, at Denver City, Colo.

Date.	Number of voucher.	From whom purchased.	Amount.
Aug. 29	1	Shaw & Baily	$12 00
29	2	George E. Thornton	157 73
29	3	Leonard T. Smith	18,000 00
30	4	P. G. Lowe	234 00
31	5	Thomas I. Bayand	6 00
31	6	George E. Thornton	*53 25
Sept. 2	7	Jason T. Yunker	77 94
2	8	E. W. Cobb	227 45
4	9	Block & Co	223 70
5	10	James P. Beckwith	*4 50
6	11	G. W. Clayton	*378 70
6	12	Warren Hussey	*10,029 30
6	13	William Kiskadden & Co	*402 30
7	14	Jacob Branstetter	50 00
9	15	I. B. Doyle & Co	20,390 52
11	16	L. Mayer	99 00
13	17	Joseph Merrival	25 25
14	18	L. Buttrick	33 90
16	19	Shoudy & Snider	*109 62
16	20	I. B. Doyle & Co	*55 40
17	21	John L. Grey	42 66
17	22	I. B. Doyle & Co	1,462 35
17	23	.....do	210 90
18	24	Tappan & Co	44 92
18	25	William Halford & Co	39 50
19	26	Frank Palmer	113 00
20	27	I. B. Doyle & Co	18 50
24	28	L. Cropper	*40 00
24	29	John H. Gerriah	*5,000 00
25	30	John A. Nye	154 08
25	31	William F. Johnson	7,500 00
25	32	William Newman	*2 20
		Total amount	65,198 67

Those marked thus * are the vouchers forwarded by Moer to the Commissary-General, and by him returned "for correction," and are now missing.

S. H. MOER,
Quartermaster, U. S. A.

QUARTERMASTER'S OFFICE,
Denver City, Colo., September 30, 1861.

Statement of differences outstanding on special settlement of the account of Samuel H. Moer, captain and assistant quartermaster, per settlement February 20, 1873.

Balance due the United States, per official statement	$16,075 27
Explained as follows (settlement 4828, October, 1864):	
For this sum, being amount of vouchers on abstract of purchases, and disallowed for want of vouchers, viz:	
Voucher No. 6, third quarter, 1861	53 25
Voucher No. 10, third quarter, 1861	4 50
Voucher No. 11, third quarter, 1861	378 70
Voucher No. 12, third quarter, 1861	10,029 30
Voucher No. 13, third quarter, 1861	402 30
Voucher No. 19, third quarter, 1861	109 62
Voucher No. 20, third quarter, 1861	55 40
Voucher No. 28, third quarter, 1861	40 00
Voucher No. 29, third quarter, 1861	5,000 00
Voucher No. 32, third quarter, 1861	2 20
Difference explained	16,075 27

Your committee also hereto attach and make a part of this report a letter from the Commissary-General of Subsistence, dated November 16, 1861, and letter from same, dated June 22, 1863, with copy of his letter of December 19, 1861, returning vouchers with instructions in pencil for their correction, as follows:

OFFICE COMMISSARY-GENERAL SUBSISTENCE,
Washington, D. C., November 16, 1861.

CAPTAIN: Your abstract of purchases for the third quarter, 1861, has been received in this office. Please forward an account current and accompanying papers with vouchers, according to paragraph 1223, Army Regulations of 1861.

Very respectfully, your obedient servant,

J. P. TAYLOR,
Commissary-General Subsistence.

Capt. S. H. MOER,
A. Q. M. and A. C.S., Vols. Ser., Denver City, Colo.

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,
Washington City, June 22, 1863.

SIR: I inclose herewith copy of a letter addressed to you December 19, 1861. You are requested to report your action in the matter without delay.

Very respectfully, sir, your obedient servant,

J. P. TAYLOR,
Commissary-General Subsistence.

Capt. S. H. MOER,
Assistant Quartermaster, Saint Joseph, Mo.

N. B.—Your attention is specially called to paragraphs 45 and 46, Subsistence Regulations of 1862.

OFFICE COMMISSARY-GENERAL OF SUBSISTENCE,
Washington City, December 19, 1861.

SIR: Herewith are returned to you vouchers Nos. 6, 8, 10, 11, 12, 13, 19, 20, 28, 29, 32, belonging to your account current for the third quarter, 1861.

You will please make such corrections in them as are indicated by pencil marks, and return them to this office at your earliest convenience.

Very respectfully, your obedient servant,

J. P. TAYLOR,
Commissary-General Subsistence.

Capt. S. C. MOER,
Assistant Quartermaster and A. C. S., Denver City, Colo.

It seems clear that Moer did not receive said letter of December 19, 1861; or, if he did, was absent in the service from Denver, Colo., where the vouchers were made, and could not correct or return in accordance with the pencil instructions. Your committee also attach hereto a letter from Captain Moer to Third Auditor, dated Omaha, Nebr., November 12, 1864, and an affidavit of Mr. J. H. Dudley, made November 15, 1864, explaining the business out of which the suspended vouchers arose, as follows:

OFFICE OF ASSISTANT QUARTERMASTER,
Omaha, Nebr., November 12, 1864.

SIR: I have the honor to acknowledge the receipt of the statement from the Second Comptroller's Office, bearing date October 31, 1864.

In answer I can only state that I never had any funds on account of the Subsistence Department, and that, by direction of Governor Gilpin, J. H. Dudley (appointed by Governor Gilpin) had entire charge of all subsistence stores; and, further, previous to the date of my appointment as assistant quartermaster by the President Capt. J. W. Alley arrived at Denver with authority to take charge of all these irregular matters, and did assume all the responsibility pertaining to the commissary department at Denver, and did disburse all moneys and pay for all the commissary stores that had *been received,* and assumed the responsibility of the same, for [illegible] that I had

no appointment then, and consequently not responsible to the Government. Had that position not been taken by him I could have obtained vouchers then for all the property that had the appearance of having been in my hands, but, as stated, he (Capt. J. W. Alley) assumed entire responsibility. With regard to the articles specifically charged, Captain Alley told me officially that he would not (as he conceived it improper) use certain receipts that had been given.

These are in brief the facts, which I can fully substantiate by sworn evidence when my duties to the Government will permit the time and opportunity.

I have the honor to be, very respectfully, your obedient servant,

S. H. MOER,
Captain and Assistant Quartermaster Volunteers.

The THIRD AUDITOR,
Treasury Department, Washington.

CITY OF OMAHA,
District of Nebraska:

This 15th day of November, 1864, before me, Ira C. Schenck, lieutenant Seventh Iowa Cavalry, and judge-advocate in and for the district aforesaid, personally appeared J. H. Dudley, a citizen of Denver, Colorado Territory, who, being duly sworn according to law, says: That he resides in Denver City, Colorado Territory, and did reside there during the year 1861, and that he is personally well and fully acquainted with all the circumstances under which the military matters in Colorado Territory were inaugurated by and through Governor William Gilpin, and states that S. H. Moer was appointed by Governor William Gilpin as quartermaster the latter part of August, 1861, and he (J. H. Dudley) assistant, and soon afterwards as commissary, and that all the subsistence stores received were carefully protected, and that by the direction of Governor Gilpin he (J. H. Dudley) was put into exclusive charge of the commissary department; that he (J. H. Dudley) gave no receipts to S. H. Moer, but that the stores which he (S. H. Moer) appears to be short of were in store then; and, further, that on the arrival of Capt. J. W. Alley he (Captain Alley) took the position that he must assume the entire responsibility of all the commissary stores that had been received, and that the reports that had been made by S. H. Moer were not official, and that he (S. H. Moer) would not and could not be held responsible. Therefore, no invoices were made of the stores, though the stores that S. H. Moer appears to be responsible for on his return for the third quarter of 1861 were actually on hand, and had it not been for the position taken by Captain Alley he (S. H. Moer) could have obtained receipts for the same. He further states that S. H. Moer (now Capt. S. H. Moer) was acting innocently, in accordance with directions from Governor Gilpin in the first place; and afterwards in accordance with those of Captain Alley, and that the stores with which he (Capt. S. H. Moer) appears to be charged with were actually on hand and no receipts given for the same.

And, further, that the stores which, according to the report of S. H. Moer at the close of the third quarter of 1861, appear to be on hand were then actually in store, and all passed into the hands of Capt. J. W. Alley through him, and that it was specifically understood from the position taken by Captain Alley that in no event would Capt. S. H. Moer be charged with any commissary stores that had apparently been or passed through his hands during the year 1861; in consequence no receipts and invoices were passed.

J. H. DUDLEY.

Sworn to and subscribed before me the day and date first above written.

IRA C. SCHENCK,
Lieutenant Seventh Iowa Cavalry,
and A. D. C., Judge-Advocate District of Nebraska.

Your committee find that Captain Moer honestly expended the full amount of funds intrusted to him, and fully delivered the stores purchased therewith to his successor, and that his heirs or legal representatives should be allowed credit therefor, and accordingly report back to the Senate the House bill, recommending its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1875.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 5935.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 5935) to remove the charge of desertion against William Figley, have duly considered the same, and submit the following report:

The following report was made on this bill in the House on April 27, 1886, to wit:

The military history of William Figley, and all the facts in relation to the charge of desertion against him, are embraced in the following report from the Adjutant-General's office, which is made a part of this report:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, March 20, 1886.

SIR: I have the honor to return herewith H. R. 5935, Forty-ninth Congress, first-session, authorizing the removal of the charge of desertion against William Figley, late of Company A, Eleventh Illinois Volunteers, transmitted by the chairman of the House Committee on Military Affairs, and in compliance with instructions thereon to report as follows:

William *Figeley* was enrolled July 15, 1861, and mustered in July 30, 1861, to serve three years in Company A, Eleventh Illinois Volunteers, and served therein until February 15, 1862, when he is reported (on muster-rolls of company for January and February, March and April, 1862) as "taken prisoner at the siege of Fort Donelson." [NOTE.—The records of prisoners of war on file in this office contain no evidence of his capture, release, or escape.] His name is dropped from all muster-rolls of company subsequent to April 30, 1862, but on muster-out roll of company dated July 14, 1865, he is reported "deserted company at Fort Donelson, Tenn., February 15, 1862."

On October 5, 1863, he was enrolled and mustered in at Louisville, Ky., to serve three years in Company I, Eleventh Kentucky Cavalry, and appears to have served faithfully therein until August 23, 1865, when he was mustered out of service as a member of Company C, Twelfth Kentucky Cavalry, to which he had been transferred.

The following is a synopsis of evidence heretofore submitted to this office with a view to the removal of the charge of desertion against this soldier, to wit:

Applicant (Figley) stated that on or about February 15, 1862, during the battle of Fort Donelson, he, with many others, was captured by the enemy and carried into the fort; that during the night after his capture he was placed on board the steamer Minnetonka, with other prisoners, and taken up the Cumberland River; that when the steamer reached the mouth of Red River, near Providence, he escaped by swimming ashore and hid himself in the woods, from whence he attempted to make his way into the Union lines, but was retaken by four scouts from the command of General Forrest, taken to Nashville, confined in the court-house until the enemy evacuated Nashville, when he and other prisoners were taken to Macon, Ga., confined there in a prison or bull-pen, and remained a prisoner till the spring of 1863, when he escaped from confinement into the mountains, and after much trouble and suffering reached the Union lines at Hall's Gap, Cumberland Mountains, in July, 1863, from whence he went directly home to Freeport, Ill.; that after remaining there a week or so he started to join his *command and report for duty*, and when he reached Louisville, Ky., he

met some boys belonging to Company I, Eleventh Kentucky Cavalry, whom he had known as boys before the war, in the vicinity of Hopkinsville, Ky.; that these friends, together with Captain Karnes of said company, wished him to enlist in their company; that he told them he belonged to Company A, Eleventh Illinois Volunteers, but they told him it made no difference; he could serve as well in one company as another, and that if he would enlist with them Captain Karnes would send to Company A, Eleventh Illinois, and get papers for him; that, being only nineteen years old, he did enlist in Company I, Eleventh Kentucky Cavalry, with whom he served to the close of the war; that he was wounded three times, and carried a bullet in his body now; that he never intended to desert the service of the United States, and that from February 15, 1862, to July, 1863, he was a prisoner in the hands of the enemy.

Smith D. Atkins (brevet brigadier-general), late captain, James O. Churchill, first lieutenant, and thirty-two members of Company A, Eleventh Illinois Volunteers, stated that applicant was a good, true, and faithful soldier during the time that he was with Company A; that he was always ready to do and perform all duties, and especially showed his excellence at the battle of Fort Donelson; that they view his neglect to join his company as the indiscretion of his youth, and firmly believe that the removal of the charge of desertion against him would be doing exact justice to a true and brave soldier, who enlisted at the first call and served to the end.

The application for removal of the charge of desertion was denied by this office on the ground that the soldier, by his enlistment in the Eleventh Kentucky Cavalry, without a discharge from the Eleventh Illinois Volunteers, became a deserter from the latter by operation of law (twenty-second, now fiftieth, Article of War), and the Department was consequently powerless to remove the charge.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

From this record the following propositions are clear:

(1) That William Figley, on July 15, 1861, in the very beginning of the war, and when he was but eighteen years of age, enlisted in Company A, Eleventh Illinois Volunteers.

(2) That it appears from the testimony of his captain, lieutenant, and thirty-two comrades of his company that up to the date of his capture, at Fort Donelson, February 15, 1862, he was a good, true, and faithful soldier, and distinguished himself in that battle.

(3) That by his own sworn statement, which is corroborated by the muster-rolls of his company, he was captured at the battle of Fort Donelson, and never again returned to duty with the Eleventh Illinois.

(4) As shown by his own affidavit, which is uncontroverted, he was held prisoner at Nashville, Macon, and elsewhere until the spring of 1863, when he made his way through the mountains, reaching Hall's Gap, Cumberland Mountains, in July, 1863, whence he proceeded to his home, and after a short visit started to rejoin his command, and had proceeded as far as Louisville, Ky., when he was induced to enlist with a lot of his boy friends in the Eleventh Kentucky, under a promise that he should be properly transferred.

(5) That he served faithfully therein until August 23, 1865, a period of almost two years, and was honorably discharged.

Your committee believe that William Figley was a good, patriotic soldier, and never intended to desert the cause or service of his country; that he did *technically* desert his original command is beyond question, but it was only to enter the service in another command, with which he served until the end of the war, and the testimony of all the surviving comrades of his first command amply shows that he retained their confidence in his good soldiership and patriotism.

Your committee think his record ought to be purged and his youthful indiscretion condoned, and therefore recommend the passage of the bill.

There being no general law under which the War Department can correct the record of this soldier, and it appearing satisfactorily that he did not in fact actually desert, and the case being exceptional and meritorious, your committee recommend the passage of the bill with the amendments indicated in the bill.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1876.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 5056.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 5056) for the relief of George Lemon, have duly considered same, and submit the following report:

In the House the following report was made:

The committee have carefully considered this bill upon the record and evidence reported from the office of the Adjutant-General in response to a letter from this committee, and believe that the claimant has established a case which shows him justly entitled to the relief he seeks.

George Lemon was enrolled and mustered August 7, 1861, to serve three years, in First Ohio Volunteers, and served therein until January 10, 1863.

On the muster-rolls of the company from December 31, 1862, to August 31, 1864, he is reported "Joined United States Cavalry January 11, 1863."

On rolls from August 31, 1864, to December 31, 1864, "Absent without leave since October 5, 1864."

On rolls for January and February, 1865, "Deserted October 5, 1864, near Marietta, Ga.; dropped by order of brigade inspector."

On muster-out roll of the company dated July 20, 1865, "Joined Fourth United States Cavalry January 11, 1863. Dropped as deserter by brigade inspector, October 5, 1864; no discharge furnished."

This record simply discloses a deplorable state of ignorance as to what was necessary to effect a military transfer.

It is evident that the enlistment of this soldier in the cavalry was known and assented to. His service in the infantry is kept up to January 10, 1863, and on the same roll his service is continued—"January 11, 1863, joined United States Cavalry."

On the subsequent rolls, from August to December, *the next year*, he is reported absent without leave since October 5, 1864, and subsequently dropped as a deserter, as of October 3, 1864, by order of a brigade inspector. But from January 11, 1863, at the serving in the cavalry, there is no "absence without leave" or desertion charged up against him. It was only after a brigade inspector gave the company officers the benefit of his learning that this man was marked "absent without leave since October 5, 1864," when he had been absent serving with another command since January 11, 1863, and they knew it, and then, following the suggestion of the brigade inspector, they dropped him as a deserter, as of the date they reported him "absent without leave." That was apparently done to correct the rolls.

It is true, in a purely technical sense, the man may have been a "deserter," but in no sense which should attach any stigma to his name or subject him to any penalty. He was true to his flag, as the sequel shows, and this charge has been removed at the War Department upon the following record:

George D. Lemon enlisted January 10, 1863, in Company D, Fourth United States Cavalry, to serve five years; the fact that his second enlistment papers are in the name of George D. Lemon has no significance by reason of the circumstances surrounding the enlistment. He was present with his command when he enlisted. His new enlistment was for five years, and it was open and notorious, and a record made of it by his company officers, so that there was no concealment or attempt at it, but the inserting a middle letter name was a casual circumstance of no weight, and especially *so as it appears this young* man was illiterate and could not write his own *name.*

Lemon served in the Fourth United States Cavalry until April, 1865, when he was wounded in the left leg—flesh—during Wilson's cavalry raid through Alabama and Georgia. He was admitted to Saint Mary's Hospital, Montgomery, Ala., and furloughed May 15, 1865, for thirty days, and he is reported a deserter for failing to return at the expiration of the furlough or reporting himself to the military authorities; and the report of the Adjutant-General says that "for this reason he is regarded by this office as having deserted June 15, 1865," the date of the expiration of the furlough by limitation.

The committee find from the following evidence that the ruling of the Adjutant-General ought not to govern this case:

"It appears that, December 30, 1865, he was furnished transportation from Tod Barracks, Columbus, Ohio, to Cairo, Ill., as a straggler from Company G, Fourth United States Cavalry."

This entry corroborates the statement of Lemon and gives weight to his explanations:

"Lemon testifies that on account of his injury he was unable to report at Columbus, Ohio, at the expiration of his furlough, *but certified his disability to his company commander every thirty days until he was able to report*, and that some time in October or November, 1865, he did report at Columbus, Ohio, and applied for his pay and discharge, and was then informed there was a charge of desertion against him of October 5, 1864, and then he went home."

This statement was first made in 1877.

"In a subsequent affidavit, dated October 21, 1878, Lemon goes more into details. He says that about the time of the expiration of his furlough he called Dr. Huffard, his family physician, who prepared an application for the extension of his furlough and executed it before the village justice, which application, as well as others, were forwarded on the 15th of every month to the commanding officer of Company G, Fourth United States Cavalry, until he went to Columbus, and was discharged in November, 1865."

There is no evidence of discharge, but the evidence clearly shows what he regarded a discharge.

The father of the soldier, Dr. Huffard, the physician, and Andrew Huston, the justice of the peace, corroborate, under oath, the statement of Lemon as to the making out and sending certificates of inability to travel and report. The soldier further states:

"That in October, 1865, he reported to the provost-marshal, Columbus, Ohio, who remarked he did not desire to see his leg unbandaged, and he could see it was bad and smell it, and said to the soldier's father, who was with him, 'Take your boy home and continue to report as before, and he would arrange to have him discharged or sent to his regiment;' that afterwards, in November, 1865, he went up again, and the provost-marshal had arranged with some officer, who discharged him without pay on account of the charge of desertion from the Thirty-first Ohio; that he left his discharge certificate with a claim agent at Columbus, Ohio, to collect his back pay and bounty, and has never seen it since."

The father of the boy corroborates substantially the sayings and doings by the provost-marshal at Columbus, with this addition of detail: That when the son went in October he used crutches and canes, and was only able to walk a short distance; that the wound was a running sore and continued so for two years, and that pieces of bone kept coming out from the wound; that it would heal and break out again, suppurating, and then pieces of bone would come out.

The doctor corroborates the condition of the wound as stated by the father.

The committee recognize the fact that in this case there are some extravagant statements, the result of ignorance and perhaps from imagination, developed into actual recollection; but, making all allowances, there is such manifest truth underlying it all that it carries conviction to our minds that justice requires this man's record should be purged of the charge of desertion, which we believe ought not properly to be entered against him, and therefore report the bill favorably and recommend it do pass.

Your committee have examined the report made in this case by the Adjutant-General, United States Army, to the Secretary of War, dated April 24, 1886, and find the statements in the report correct.

Under the general laws it is very doubtful whether the War Department has the power to make the correction of the record of this soldier, and believing that the charge of desertion is not correct or justified by the facts, your committee report the bill back to the Senate and recommend its passage.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1877.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 9860.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 9860) to correct the record of the military service of James W. Kingon, have duly considered the same, and submit the following report:

This bill directs the Secretary of War to correct the record of the military service of James W. Kingon, late of Company E, Twenty-second Regiment Illinois Volunteers, and of Company H, Forty-second Regiment Illinois Volunteers, and to set aside the approval of the proceedings, and the findings and sentence of a court-martial, which was convened at Camp Irwin, August 6, 1865, pursuant to orders from the headquarters of the Second Division, Fourth Army Corps, June 28, 1865, in so far as said proceedings, findings, and sentence refer to or have any effect upon the rank and pay of James W. Kingon or in so far as the proceedings, findings, and sentence in any way whatever affect the said Kingon.

The following report was made in the House on the 17th day of July, 1866, to wit:

The Committee on Military Affairs, to whom was referred the petition of James W. Kingon to correct the record of his military service, submit the following report:

The committee have carefully considered the petition, and find that Sergeant James W. Kingon was enrolled on October 30, 1861, as a private in Company E, Twenty-second Illinois Volunteers, to serve for three years; that he re-enlisted as a veteran and was transferred to Company H, Forty-second Illinois Volunteers, and served until mustered out of service with his company on the 16th of December, 1865.

This is verified by the following letters from the Secretary of War and the Adjutant-General of the Army, which are incorporated in and made a part of this report:

WAR DEPARTMENT,
Washington City, July 12, 1886.

SIR: In accordance with your request of the 24th ultimo, I have the honor to transmit herewith a report from the Acting Adjutant-General of the 3d instant, in the case of James W. Kingon, late of Company E, Twenty-second Illinois Volunteers, and Company H, Forty-second Illinois Volunteers, together with a copy of the proceedings of the trial of this soldier by court-martial.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. JOSEPH WHEELER,
Of Committee on Military Affairs, House of Representatives.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, July 3, 1886.

SIR: I have the honor to return herewith letter from the Hon. Joseph Wheeler, of the House Committee on Military Affairs, dated June 24, 1886, asking that said committee be furnished with papers, including the proceedings of court-martial, in the case of James W. Kingon, as of Company E, Twenty-second Illinois Volunteers, and Company H, Forty-second Illinois Volunteers, who was tried for mutiny, and, in compliance with instructions thereon, to report as follows, viz:

James W. Kingon was enrolled October 30, 1861, as a private in Company E, Twenty-second Illinois Volunteers, to serve three years, and was present with his company, or otherwise properly accounted for, until January 1, 1864, when he is reported "absent, enlisted as a veteran volunteer."

He was transferred to Company H, Forty-second Illinois Volunteers, November 22, 1864, and on the muster-rolls of that company to June 30, 1865, he is reported "present, sergeant"; on roll for July and August, 1865, "present, private, reduced to ranks, with stoppage of six months' pay."

He was tried by a general court-martial on the charges of "mutinous conduct" and "disobedience of orders," found guilty of both charges, and sentenced "to be reduced to the ranks and confined in such prison as the general commanding may designate for the period of six months, with loss of pay and allowances, except the necessary clothing and subsistence."

The findings and sentence were approved by the reviewing authority, except so much of the sentence as directs that he be confined in military prison for six months, which was remitted.

He was mustered out of his company, as a private, December 16, 1865.

The proceedings of the court-martial are not on file in this office, but are probably on file in the office of the Judge-Advocate General, United States Army.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Acting Adjutant-General.

The SECRETARY OF WAR.

The committee also append, as a part of their report, an official copy of the proceedings of the court-martial, pursuant to the findings and sentence of which the petitioner, James W. Kingon, was subjected to the loss of rank and pay.

The committee deem it essential to set out the proceedings of the court-martial in full, to the end that Congress may be able to see, from the record, that the findings and sentence of the court were not warranted by the evidence, and that the proceedings were not conducted in conformity with law.

Proceedings* of a general court-martial convened at headquarters, Second Brigade, Second Division, Fourth Army Corps, by virtue of the following order, viz:

[Headquarters Second Division, Fourth Army Corps.]

NEAR NEW ORLEANS, LA., *June* 28, 1865.

(Special Orders No. 118.—Extract.)

II. A general court-martial is hereby appointed to convene at or near Headquarters Second Brigade, Second Division, Fourth Army Corps, at 9 o'clock a. m., on Thursday, June 29, 1865, or as soon thereafter as practicable, for the trial of Sergt. Joseph H. Stroup, Company G, Forty-second Illinois Veteran Volunteer Infantry, and such other prisoners as may be brought before it.

Detail for the court.—Lieut. Col. J. Rowan Boone, Twenty-eighth Kentucky Veteran Volunteer Infantry; Capt. W. H. Hipsley, Forty-second Illinois Veteran Volunteer Infantry; Capt. Alfred A. Reed, Sixty-fourth Ohio Veteran Volunteer Infantry; Capt. O. M. Shipley, Sixty-fifth Ohio Veteran Volunteer Infantry; Capt. Phil. McCune, Sixty-fifth Ohio Veteran Volunteer Infantry; First Lieut. Phil. Shultze, Fifteenth Missouri Veteran Volunteer Infantry; First Lieut. Charles Carlton, Forty-second Illinois Veteran Volunteer Infantry; Capt. Henry Augustin, Fifty-first Illinois Veteran Volunteer Infantry, judge-advocate.

No other officers than those named can be assembled without manifest injury to the service.

By command of Bvt. Brig. Gen. E. Opdycke.

JAMES A. SPENCE,
Maj. and A. A. A. G.

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* *Official copy.* G. Norman Lieber, Acting Judge-Advoc

[Headquarters Second Division, Fourth Army Corps.]

NEAR NEW ORLEANS, LA., *July* 8, 1865.

(Special Orders No. 124.—Extract.)

III. Capt. W. H. Hipsley, Forty-second Illinois Veteran Volunteer Infantry, is relieved from duty as a member of the general court-martial convened by Special Orders No. 118, current series, from these headquarters.

By command of Bvt. Brig. Gen. Conrad.

JAMES A. SPENCE,
A. A. A. G.

[Headquarters Second Division, Fourth Army Corps.]

NEAR NEW ORLEANS, LA., *July* 8, 1865.

(Special Orders No. 124.—Extract.)

IV. Capt. James E. Loyal, Twenty-eighth Kentucky Veteran Volunteer Infantry, is detailed for duty as member of the general court-martial convened by Special Orders No. 118, current series, from these headquarters.

By command of Brevet Brig. Gen'l. Conrad.

JAMES A. SPENCE,
A. A. A. G.

[Headquarters Second Brigade, Second Division, Fourth Army Corps.]

NEAR NEW ORLEANS, LA., *July* 11, 1865—2 o'clock p. m.

The court met pursuant to the foregoing orders.

Present: Lieut. Col. J. Rowan Boone, Twenty-eighth Kentucky Veteran Volunteer Infantry; Capt. James E. Loyal, Twenty-eighth Kentucky Veteran Volunteer Infantry; Capt. Alfred A. Reed, Sixty-fourth Ohio Veteran Volunteer Infantry; Capt. O. M. Shipley, Sixty-fifth Ohio Veteran Volunteer Infantry; Capt. Phil. McCune, Sixty-fifth Ohio Veteran Volunteer Infantry; First Lieut. Phil. Schultze, Fifteenth Missouri Veteran Volunteer Infantry; First Lieut. Charles Carlton, Forty-second Illinois Veteran Volunteer Infantry; Capt. Henry Augustin, Fifty-first Illinois Veteran Volunteer Infantry, judge-advocate.

Court was proclaimed open, and the accused, Sergt. James W. Kingon, Company H, Forty-second Illinois Veteran Volunteer Infantry, was introduced. Order convening court was read by the judge-advocate, and the accused asked whether he had any objections to any member of the court. To which question the accused replied in the negative.

The prescribed oath was then administered to the members of the court, collectively, by the judge-advocate, and to the judge-advocate by the presiding officer of the court. All of which oaths were administered in the presence of the accused. All persons required to give evidence in the case were then directed to withdraw and remain in waiting until called for, when the accused, Sergt. W. Kingon, Company H, Forty-second Illinois Veteran Volunteer Infantry, was arraigned and tried on the following charges and specifications, which were read to him in open court:

CHARGE 1.—Mutinous conduct.

Specification.—That Sergt. James W. Kingon, Company H, Forty-second Illinois Veteran Volunteer Infantry, did use mutinous language while on board steamer Indiana. This near Paducah, Ky., on or about the 18th day of June, 1865.

CHARGE 2.—Disobedience of orders.

Specification.—That Sergt. James W. Kingon, Company H, Forty-second Illinois Infantry, having been ordered by his superior officer, Capt. John W. Koons, Forty-second Illinois Infantry, to remain on the hurricane deck of steamer Indiana (the said Capt. John W. Koons being in the execution of his office), did willfully disobey said order and did go on shore in direct violation of the 9th article of war. All this at or near Cairo, Ill., on or about the 18th day of June, 1865.

To which charges and specifications the accused pleaded as follows:

Of the specification, first charge, not guilty.

Of the first charge, not guilty.

Of the specification, second charge, not guilty.

Of the second charge, not guilty.

ALBERT C. CLEVELAND, adjutant Forty-second Illinois Veteran Volunteer Infantry, a witness for the prosecution, being called and duly sworn, testified as follows:

The WITNESS. Albert C. Cleveland, first lieutenant Forty-second Illinois Veteran Volunteer Infantry.

The JUDGE-ADVOCATE. Were you on board the steamer Indiana on or about the 18th day of June, 1865?

The WITNESS. I was.

The JUDGE-ADVOCATE. Are you acquainted with Sergt. James W. Kingon, Forty-second Illinois Veteran Volunteer Infantry?

The WITNESS. I am.

The JUDGE-ADVOCATE. Did you hear the accused use mutinous language on that day?

The WITNESS. I did not on that day.

The JUDGE-ADVOCATE. Did you hear him use mutinous language while on board the steamer Indiana?

The WITNESS. I did.

The JUDGE-ADVOCATE. Give us the language he used as near as you can remember.

The WITNESS. It was near Paducah, Ky. Troops were ordered to go on shore. I was ordered to see that the companies went off. The officer in command of Company H ordered his men off and about half followed him. The accused remained. I heard him say he hoped the men would mutiny. I told him the less he said about that the better it would be for him. He took up his things there and went off the boat as he was ordered.

The JUDGE-ADVOCATE. Did you hear him say anything more of a mutinous character?

The WITNESS. I did not.

The accused was then informed that he might question the witness if he chose, but declined doing so.

Capt. HENRY K. WOLCOTT, Forty-second Illinois Infantry, a witness for the prosecution, being called and duly sworn, testified as follows:

The JUDGE-ADVOCATE. What is your name, rank, and regiment?

The WITNESS. Henry K. Wolcott, captain Forty-second Illinois Veteran Volunteer Infantry.

The JUDGE-ADVOCATE. Were you on board the steamer Indiana on or about the 18th day of June, 1865?

The WITNESS. I was.

The JUDGE-ADVOCATE. Do you know Sergt. James W. Kingon, Forty-second Illinois Infantry?

The WITNESS. I do.

The JUDGE-ADVOCATE. Did you hear him use any language of a mutinous character while on board the steamer Indiana?

The WITNESS. I heard him talking in an encouraging way to men on the bow of the boat who were engaging in the mutiny.

The JUDGE-ADVOCATE. Would you infer from his conduct that he encouraged the mutiny?

The WITNESS. I should.

The JUDGE-ADVOCATE. Do you know of the accused having orders to remain on the hurricane deck?

The WITNESS. Only that there was a general order to remain on the hurricane deck to all the men.

The ACCUSED. Did I not tell you that what I wanted to go on shore for was to see some friends that I had not seen for four years?

The WITNESS. I know that you told me you wanted to go on shore to see some friends.

Capt. JOHN W. KOONS, Forty-second Illinois Volunteer Infantry, a witness for the prosecution, being called and duly sworn, testified as follows:

The JUDGE-ADVOCATE. What is your name, rank, company, and regiment?

The WITNESS. John W. Koons, captain, Company H, Forty-second Illinois Veteran Volunteer Infantry.

The JUDGE-ADVOCATE. Were you on board the steamer Indiana, on the 18th day of June, 1865, while she lay at Cairo, Ill.?

The WITNESS. I was.

The JUDGE-ADVOCATE. Did you know the accused, Sergt. James W. Kingon, Forty-second Illinois Veteran Volunteer Infantry?

The WITNESS. I do.

The JUDGE-ADVOCATE. Did you give him an order that day to remain on the hurricane deck?

The WITNESS. Not in particular; I gave the company such orders.

The JUDGE-ADVOCATE. Do you know of his receiving such an o[illegible] any other *officer?*

The WITNESS. I do not.

The JUDGE-ADVOCATE. Do you know whether the accused was present when you gave the order to the company?

The WITNESS. I do not.

The COURT. Were you with your company during the mutiny?

The WITNESS. I was.

The COURT. Did you see the accused go on shore?

The WITNESS. I did not.

The COURT. Was he present with the company any time during the mutiny?

The WITNESS. He was, just before we landed.

The COURT. Do you know whether the accused was on shore or not?

The WITNESS. I do not.

(Accused declined questioning the witness.)

Lieut. Col. E. D. SWAIN, Forty-second Illinois Veteran Volunteer Infantry, a witness for the prosecution, being called and duly sworn, testified as follows:

The JUDGE-ADVOCATE. What is your name, rank, and regiment?

The WITNESS. E. D. Swain, lieutenant-colonel, Forty-second Illinois Veteran Volunteer Infantry.

The JUDGE-ADVOCATE. Were you on board the steamer Indiana on the 18th day of June, 1865?

The WITNESS. I was.

The JUDGE-ADVOCATE. Do you know Sergt. James W. Kingon, Forty-second Illinois Veteran Volunteer Infantry?

The WITNESS. I do.

The JUDGE-ADVOCATE. Do you know of the accused having orders to remain on the hurricane deck while the boat lay at Cairo, Ill.?

The WITNESS. I do not know of his receiving the orders, but I gave the order to the company commanders, and suppose they were given to their men.

The JUDGE-ADVOCATE. Did you see the accused on shore after the order was issued?

The WITNESS. I saw the accused jump on the shore from the gang plank about the time I left the lower deck.

The JUDGE-ADVOCATE. Did he leave the boat during the time of the disturbance?

The WITNESS. I think the disturbance was over, or nearly over. It was about the last of the disturbance.

(Accused declined asking the witness any questions.)

Sergt. JAMES PUSARD, Company H, Forty-second Illinois Veteran Volunteer Infantry, a witness for the defense, being called and duly sworn, testified as follows:

The JUDGE-ADVOCATE. What is your name, rank, company, and regiment?

The WITNESS. James Pusard, sergeant, Company H, Forty-second Illinois Veteran Volunteer Infantry.

The ACCUSED. Did Captain Koons give the company orders to remain on the hurricane deck while we were at Cairo, Ill.?

The WITNESS. He did not.

Corp. JOHN E. WISE, Forty-second Illinois Infantry, a witness for the defense, being called and duly sworn, testified as follows:

The JUDGE-ADVOCATE. What is your name, rank, company, and regiment?

The WITNESS. John E. Wise, corporal, Company H, Forty-second Illinois Veteran Volunteer Infantry.

The ACCUSED. Did you hear me speak any mutinous language while at Cairo, Ill., or Paducah, Ky.?

The WITNESS. I did not.

The ACCUSED. Was I not on the hurricane deck at Cairo when the fuss first began?

The WITNESS. You were.

The ACCUSED. When we were ordered on shore at Paducah, Ky., was Captain Koons or Lieutenant Howe in command of the company?

The WITNESS. Captain Koons.

The ACCUSED. Did not Lieutenant Howe order us off?

The WITNESS. He did.

The ACCUSED. Was not half the company on the boat when the adjutant came up and ordered us off?

The WITNESS. They were.

The ACCUSED. At Cairo didn't I say I didn't wish to go home, but only to see Mr. Phillips?

The WITNESS. You did. You stepped off to talk with him, then came back on the boat again.

The ACCUSED. Did you hear me tell Captain Koons I was afraid there was going to be trouble at Cairo, before we got there?

The WITNESS. *I did.*

The ACCUSED. Did Captain Koons give Company H orders to remain on the hurricane deck while we laid at Cairo?

The WITNESS. No, sir; or if he did I did not hear him, and I was on the hurricane deck all the while we were there.

The ACCUSED. Was I not on the hurricane deck when the boat arrived at Cairo?

The WITNESS. You were.

The ACCUSED. Did I not remain there during the disturbance?

The WITNESS. You did.

The JUDGE-ADVOCATE. Where were you during the disturbance?

The WITNESS. On the hurricane deck.

The JUDGE-ADVOCATE. Did you see the accused during the disturbance?

The WITNESS. I did; he was on the hurricane deck until the disturbance was over.

The JUDGE-ADVOCATE. Was Mr. Philips, the friend of the accused, on the wharf?

The WITNESS. He was.

There being no further evidence to produce or statements to submit the court was closed, after maturely weighing and considering the testimony adduced find the said Sergeant James W. Kingon, Company H, Forty-second Illinois Veteran Volunteer Infantry, as follows:

Of the specification first charge, guilty.

Of the first charge, guilty.

Of the specification second charge, not guilty.

Of the second charge, not guilty.

The court do therefore sentence the said Sergeant James W. Kingon, Company H, Forty-second Illinois Veteran Volunteer Infantry, to be reduced to the ranks, and confined in such prison as the general commanding may designate for the period of six months, with loss of pay and allowances, except the necessary clothing and subsistence.

J. ROWAN BOONE,
Lieut. Col. 28th Ky. V. V. I. and President Court.

HENRY AUGUSTIN,
Captain, Fifty-first Ill. V. V. I., Judge-Advocate, Gen. Court-Martial.

HEADQUARTERS SECOND DIVISION, CENTRAL DISTRICT, TEXAS,
Camp Irvin, August 26, 1865.

Proceedings, findings, and sentence are approved, except so much of the sentence as directs that he be confined in military prison for six months, which is remitted.

The sentence so modified will be carried into effect.

JOSEPH CONRAD,
Brevet Brigadier-General, Commanding.

The committee also append the affidavits of John M. La Du, John W. Koonce, Company H, and Samuel G. Spratt, Company E, Forty-second Illinois Volunteers, and the affidavit of the petitioner, all of which are incorporated in and made a part of this report:

To the Senate and House of Representatives of the United States in Congress assembled:

Your petitioner respectfully requests that a bill be passed for his relief, and begs to submit the inclosed papers for your consideration, and prays that the prayer of his petition may be granted.

JAMES W. KINGON.

STATE OF KANSAS,
County of Allen, ss:

In the matter of claim of James W. Kingon, Company H, Forty-second Regiment Illinois Volunteers, for removal of charge of mutiny, &c.

On this 25th day June, A. D. 1885, personally appeared before me, a notary public in and for the aforesaid county, duly authorized to administer oaths, John M. La Du, aged — years, a resident of Humboldt, in the county of Allen and State of Kansas, whose post-office address is Humboldt, said county and State, and well known to me to be reputable and entitled to credit, and who, being duly sworn, declares in relation to the aforesaid case as follows:

I was formerly a member of Company H, of the Forty-second Regiment Illinois Volunteers, and know well that after the surrender of General Lee the regiment we belonged to—that is, claimant and myself—was at Cairo, Ill. I belonged to the same company as claimant. There was a general inquiry what was going to become of

the troops, but we received no answer. We were then sent from Cairo, Ill., to New Orleans, La. When we arrived at New Orleans, La., about sixteen men of our company and regiment were put under arrest; and the claimant, James W. Mingon, was one of the sixteen of my company who were put under arrest. The claimant, James W. Kingon, was never tried by a court-martial under law, for he was never brought before the court. This is correct, and I know it to be a fact. They were all adjudged guilty without any form of trial. I was present and about the place when the court-martial sat. The men were all sentenced without being tried or brought before the court-martial, and consequently the whole proceeding was in violation of the Regulations of the United States Army.

Affiant further declares that he has no interest in said case and is not concerned in its prosecution.

JOHN M. LA DU.

STATE OF KANSAS,
County of Allen, ss:

Sworn to and subscribed before me this day by the above named affiant, and I hereby certify that I read said affidavit to said affiant, and acquainted him with its contents before he executed the same. I further certify that I am in no wise interested in said case, nor am I concerned in its prosecution; and that said affiant is personally known to me, and that he is a creditable person. Words "Co." and "of my company" interlined before affidavit was made by affiant.

A. D. HUBBARD,
Notary Public.

Com. on file in Pension Department, Washington, D. C.

STATE OF KANSAS,
County of Montgomery, ss:

In the matter of claim of James W. Kingon, Company H, Forty-second Illinois Volunteers, for removal of charge of mutiny, &c.

On this 16th day of December, A. D. 1885, personally appeared before me, a notary public in and for the aforesaid county, duly authorized to administer oaths, John W. Koonce, aged 41 years, a resident of Sternerton, in the county of Montgomery and State of Kansas, whose post-office address is Sternerton, said county and State, well known to me to be reputable and entitled to credit, and who, being duly sworn, declares in relation to the aforesaid case as follows: I was formerly a sergeant and afterwards captain of Company H, Forty-second Illinois Volunteers, and know well that after the surrender of General Lee the regiment I and claimant belonged to was at Cairo, Ill. There was a general inquiry what was going to become of the troops, but we received no answer. We were then sent from Cairo, Ill., to New Orleans, La. When we arrived at New Orleans, La., about sixteen of my company were put under arrest, and the claimant, James W. Kingon, was one of these sixteen men put under arrest. The claimant, James W. Kingon, was never brought before a court-martial, but they sentenced him without a trial and stopped the following pay and bounty: Six months' sergeant's pay at $20 per month, and $50 veteran bounty. This is correct, as I know it to be a fact, as the men were never brought face to face with their accusers, I being near the place where the court sat, and that was in August or September, 1865. Such a sentence was in violation of the Army Regulations. He further declares that he has no interest in said case and is not concerned in its prosecution.

JOHN W. KOONCE.

STATE OF KANSAS,
County of Montgomery, ss:

Sworn to and subscribed before me this day by the above-named affiant, and I hereby certify that I read said affidavit to said affiant, and acquainted him with its contents before he executed the same. I further certify that I am in no wise interested in said case, nor am I concerned in its prosecution, and that said affiant is personally known to me, and that he is a creditable person.

M. D. WRIGHT,
Notary Public.

STATE OF ILLINOIS,
County of Bond, ss:

In the matter of claim of James W. Kingon, Company H, Forty-second Regiment Illinois Volunteers, for removal of charge of mutiny.

On this 22d day of June, A. D. 1885, personally appeared before me, a county clerk in and for the aforesaid county, duly authorized to administer oaths, Samuel J. Spratt, aged 49 years, a resident of Greenville, in the county of Bond, and State of Illinois, whose post-office address is Greenville, Bond County, Illinois, and well known to me

to be reputable and entitled to credit, and who, being duly sworn, declares in relation to the aforesaid case as follows: I was formerly a member of Company E, of the Forty-second Regiment Illinois Volunteers, and know well that after the surrender of General Lee the regiment I and claimant belonged to was at Cairo, Ill. There was a general inquiry what was going to become of the troops, but we received no answer. We were then sent from Cairo, Ill., to New Orleans, La. When we arrived at New Orleans, La., about sixteen men of Company H, Forty-second Illinois Volunteers, to which claimant belonged, were put under arrest, and the claimant, James W. Kingon, was one of the sixteen men put under arrest. The claimant, James W. Kingon, was never tried by a court-martial under law, for he was never tried by a court; that is, he was never brought before the court. This is correct, and I know it to be a fact; they were all adjudged guilty without any form of trial. I was present and about the place where the court-martial sat. The men were all sentenced without being tried or brought before the court-martial, and consequently the whole proceeding was in violation of the Regulations of the United States Army.

Affiant further declares that he has no interest in said case and is not concerned in its prosecution.

SAMUEL J. SPRATT.

STATE OF ILLINOIS,
County of Bond, ss:

Sworn to and subscribed before me this day by the above-named affiant, and I hereby certify that I read said affidavit to said affiant, and acquainted him with its contents before he executed the same. I further certify that I am in no wise interested in said case, nor am I concerned in its prosecution; and that said affiant is personally known to me, and that he is a credible person.

[SEAL.] M. V. DENNY,
County Clerk.

STATE OF ILLINOIS,
Bond County, ss:

On this 22d day of June, A. D. 1885, personally appeared before me, clerk of the county court in and for the county and State aforesaid, James W. Kingon, of Greenville, said county and State, who, being duly sworn according to law, declares that his age is 37 years, and that he is the identical James W. Kingon who enlisted in Company E, of the Twenty-second Regiment Illinois Volunteers, on the 31st day of October, A. D. 1861; re-enlisted as a veteran in same company and regiment January 1, 1864; was transferred to Company H, Forty-second Regiment Illinois Volunteers, as a sergeant, and was mustered out as a private December 16, 1865.

After the surrender of General Lee we were on our way from Nashville, Tenn., to Cairo, Ill., and the brigade I belonged to was the Third Brigade, Second Division, Fourth Army Corps. We landed at Cairo in August, 1865; there was much excitement among the troops of the brigade as to what would be done with us; the war being over, we thought we should be mustered out and discharged, and many left the brigade at Cairo, Ill., but we were taken on steamers and taken from Cairo, Ill., to New Orleans, La., and the day after we got there I was arrested. I was never brought before any court-martial; did not have any trial; but I was stopped the following pay and bounty: Six months' pay as sergeant, at $20 per month, $120, and $50 veteran bounty. I was never brought face to face with my accusers. I never committed any overt act or did anything contrary to the Regulations of the Army of the United States, and had served as a soldier from 1861 to 1865; and they stopped at Benton Barracks, Saint Louis, Mo., $13, a month's pay, when I was a paroled prisoner, and had been a prisoner of war for about three months, and I think the pay and bounty taken from me should be returned. I submit the evidence of two comrades showing that I was never brought before a court-martial, and I hereby appoint Henry Howard, of Greenville, Ill., my true and lawful attorney to prosecute my claim. My post-office address is Greenville, Bond County, Illinois.

JAMES W. KINGON.

Also, at the same time and place, personally appeared D. H. Kingsbury and Theodore Roth, residents of the county and State above named, to me well known as credible persons, who, being duly sworn according to law, declare that the affiant is the identical person he represents himself to be, and that they have no interest in the prosecution of this claim.

Witnesses:

D. H. KINGSBURY.
THEODORE ROTH.

Sworn to and subscribed before me; and I certify that I have no interest in the prosecution of this claim, and the interlineations in the claimant's declaration between No. 28, 29, and 30 were made before signing.

[SEAL.] M. V. DENNEY,
County Clerk.

These affidavits are not essential or in any way necessary to satisfy the committee that the proceedings of the court-martial were illegal, as that fact is shown by the proceedings themselves. Mutiny, the only charge against Sergeant Kingon of which he was found guilty, is the most serious known to military law, and might be punished with death, yet the court conclude their proceedings without having elicited one particle of evidence to establish the fact that any mutiny existed.

The oath of the judge-advocate required that he should be so far the counsel of the prisoner as to object to any leading question to any of the witnesses.

The language of the ninetieth Article of War is:

"The judge-advocate * * * shall so far consider himself counsel for the prisoner as to object to any leading question to any of the witnesses."

This officer, instead of complying with the obligations of his position, seems to have elicited all of the testimony which was in any way damaging to the prisoner by leading questions.

Worse than that, the evidence thus illegally elicited seems to have been the statements of the opinions of the witnesses. It is true that one witness, Lieutenant Cleveland, testifies: "I heard him say he hoped the men would mutiny." It is apparent from the evidence that if this language was used it was in the presence of his superior officer, and not in the hearing of the rest of the company.

Had this language been used in the presence of the enlisted men of the company, it would have been the duty of the court to have introduced some proof of a fact so essential to the case. It also appears from the evidence that immediately after having, as is alleged, used this language, he at once proceeded to obey the order which some of the men appeared disinclined to obey. It is incredible that a soldier who had fought through the whole war, and had attained the rank of sergeant, should have used such language; and as there is no proof that it was heard by any one but the adjutant of his regiment, the committee are of the opinion that it does not sustain the charge.

The testimony of the witness Capt. Henry K. Walcott, that he heard the prisoner, Kingon, talking in an encouraging way to the men, was incompetent evidence upon which to convict the accused of so serious an offense. The court should first have established the fact that a mutiny existed.

The question of the judge-advocate to this witness as to what he "inferred" from the conduct of the accused was illegal and improper.

The committee call particular attention to the testimony of Capt. John W. Koonce, who was a witness for the prosecution.

The committee also call special attention to the affidavit of this same officer.

Taking the proceedings, the evidence, and the affidavits altogether, there certainly appears to have been great irregularity, impropriety, and illegality in the proceedings of the court.

The witnesses were apparently relied upon to do the very thing for which the court-martial was ordered to be convened.

Until evidence was introduced showing that a munity existed, the accused could not have been legally convicted of mutinous conduct.

It must have been proceedings of this character that induced President Cleveland to refer to courts-martial, in his first message, in these words:

"If some of the proceedings of courts-martial which I have had occasion to examine present the ideas of justice which generally prevail in these tribunals, I am satisfied they should be much reformed if the honor and honesty of the Army and Navy are by their instrumentality to be vindicated and protected."

The committee report the accompanying bill, and recommend that it do pass.

From the record it appears upon its face that the officer appointing the general court-martial had the legal authority to so appoint, and that his order convening the court was regular upon its face, and that the general court-martial so convened was regularly organized; and the accused, Sergeant James W. Kingon, was duly arraigned upon regular charges and specifications, and made no exceptions or objections to the court or any member or to any charge or specification; and that witnesses for the prosecution and defense were duly sworn and testified, and that the court made its findings and sentence in due order; and that the

proceedings, findings, and sentence were duly submitted to an officer authorized to order a general court-martial, and were by him duly acted upon and approved with a remitter or mitigation of that part of the sentence directing confinement in prison. In short, the court was duly convened and organized, and had jurisdiction of the person of the accused and of the offense charged; tried him, made its findings and sentence, and they were duly submitted to the proper officer and by him approved and remitted in part. The bill now directs the Secretary of War to set aside the approval of the proceedings, findings, and sentence in so far as they in any way affect the accused.

Your committee, reviewing the proceedings, believe that the judge-advocate of the court did not, in a properly fair and impartial manner, conduct the examination of the witnesses, and that the evidence produced does not sustain or establish the guilt of the accused; and in the opinion of your committee the findings and sentence are almost directly against the evidence and the weight of evidence, and are not justified by the evidence.

Your committee, however, doubt the propriety, to say the least, of the attempt to enact the legislation proposed by this bill; but believing there can be no question of the power of Congress to enact legislation authorizing the payment to the accused of all the pay, compensation, and allowances withheld from him by reason or on account of the proceedings, findings, and sentence of said court-martial, and the approval thereof, report the bill back to the Senate, and recommend the striking out all after the enacting clause and the substitution of the following language in lieu thereof, to wit:

"That the Secretary of War and the accounting officers of the Treasury Department are hereby authorized and required, notwithstanding the proceedings, findings, and sentence of the general court-martial convened pursuant to Special Orders No. 118, extract, June 28, 1865, issued by command of Bvt. Brig. Gen. E. Opdyke, headquarters Second Division Fourth Army Corps, and the approval thereof by Bvt. Brig. Gen. Joseph Conrad, commanding second division central district of Texas, August 26, 1865, to audit and pay to Sergeant James W. Kingon, Company H, Forty-second Regiment Illinois Veteran Volunteer Infantry, the amount of all pay, compensation, and allowances withheld from him by reason of said proceedings, findings, and sentence of said court-martial, and the said approval thereof."

And as so amended recommend the passage of the bill.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1878.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 329.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 329) for the removal of the charge of desertion against the record of Johnson S. Prall, have duly considered the same, and submit the following report:

This bill was referred in the House to the Secretary of War for information, and the Adjutant-General, United States Army, made the following report to the Secretary, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 11, 1886.

SIR: I have the honor to return herewith House bill No. 329, Forty-ninth Congress, first session, for the removal of the charge of desertion against Johnson S. Prall, late of Company I, First Regiment Michigan Engineers and Mechanics Volunteers, referred by the chairman of the House Committee on Military Affairs under date of January 12, 1886, for whatever the records of this office may afford and the views of the Department relative to the case, and, in compliance with your instructions on letter of transmittal, to report as follows:

Johnson S. Prall was enrolled October 1, 1861, and mustered in October 29, 1861, to serve three years, in Company I, First Michigan Engineers and Mechanics. There is nothing on muster-roll of company from date of his enrollment to December 31, 1861, to indicate either his presence or absence, but on muster-rolls from December 31, 1861, to June 30, 1862, he is reported "Absent since December 17, 1861," cause of absence not stated. On rolls covering from June 30, 1862, to October 31, 1862, he is borne as "Absent without leave from August, 1862," with remark "Enlisted in Berdan's Sharpshooters." He was dropped from rolls December 31, 1862, and on muster-out roll of company dated September 22, 1865, he is reported "Deserted December 17, 1861, at Marshall, Mich.; enlisted subsequently in Berdan's Sharpshooters." There is no record that he furnished a substitute or received a leave of absence, as alleged by him.

Johnson S. Prall was enrolled November 12, 1861, and mustered March 15, 1862, to serve three years, in Company K, First United States Sharpshooters, and served in that organization until July 16, 1862, when he was discharged for disability while holding the grade of sergeant.

In application for removal of the charge of desertion presented to this office by the soldier, he states that after enlisting in Company I, First Michigan Engineers and Mechanics, he was offered a lieutenant's commission if he would assist in recruiting a company for Berdan's Sharpshooters; that his captain went with him to the colonel of his regiment, who told him if he would furnish a substitute he could go and it would be all right; that he was given verbal leave of absence by his colonel, to enable him to recruit for the Sharpshooters on condition that he furnish a substitute, which condition he complied with; that his company commander and first sergeant were knowing to the consent given by the colonel, but that both are now dead; that he assisted in recruiting men for Company K, First United States Sharpshooters, was made sergeant of that company, and served therein until discharged, September 11, 1862.

On March 19, 1885, the application was denied by this office on the ground that his enlistment in the First United States Sharpshooters without a discharge from the First Michigan Engineers and Mechanics constituted him a deserter by operation of law (22d now 50th Article of War), and the Department was, consequently, powerless to afford relief in the premises.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

This record shows him absent since December 17, 1861, while the records of the First United States Sharpshooters show him enrolled November 12, 1861.

His case clearly comes within the provisions of the act of May 17, 1886, and the Secretary of War has ample authority under said act to correct his record and remove the charge of desertion, as he enlisted in said Sharpshooters immediately after leaving his company and within three months. He was enrolled in the Sharpshooters actually before the charge of desertion was made. The charge of desertion stands of December 17, 1861, and he was mustered into the Sharpshooters March 15, 1862, within three months, so that, considering either enrollment or muster-in, his case comes within said act of May 17, 1886.

The report in the House was made April 15, 1886, and before the passage of said act of May 17, 1886.

Your committee therefore report the bill back to the Senate and ask to be discharged from its further consideration, and remit the applicant o the War Department for relief.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1879.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 1657.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 1657) for the relief of Patrick S. Doig, have duly considered the same, and submit the following report:

This bill directs the Adjutant-General "to remove the charge of desertion against Patrick S. Doig, late a private in Company D, Eighth Regiment United States Infantry, so that it may not be a hindrance to his right to a pension or bounty."

In the House the Committee on Military Affairs made the following report, to wit:

That Patrick S. Doig, on the 25th day of September, 1861, enlisted as a private in Company D of the Eighth Regiment United States Infantry, to serve for three years. That he served until September, 1862, when he was wounded at the battle of Antietam, and while he was yet suffering from his wound, in August, 1863 (his regiment then being stationed at New York City), he procured a pass for four or five days to return to his home in Delaware County, New York. That after he had arrived at his home his condition became such that he could not return to his regiment within the time specified in his pass, nor for some considerable time thereafter, from August 20, 1863, to July 18, 1864, but that he did voluntarily return to his regiment and underwent a court-martial. That he then served until the expiration of his term of service, and was on the 23d day of August, 1865, honorably discharged.

Your committee are therefore of the opinion that the charge of desertion now of record in the Adjutant-General's department against the name of Mr. Doig should be removed, and to that end recommend the passage of the accompanying bill.

Your committee referred the bill to the Secretary of War for information and report, and received from him the following communications, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, January 3, 1887.

SIR: I have the honor to return herewith House report 1657, Forty-ninth Congress, first session, authorizing the removal of charge of desertion standing against Patrick S. Doig, late of Company D, Eighth United States Infantry, transmitted by the chairman of the Senate Committee on Military Affairs, and in compliance with instructions thereon, I beg to invite your attention to the inclosed copy of a report furnished in the case by this office under date of February 12, 1886.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

WAR DEPARTMENT,
Washington City, January 5, 1887.

SIR: In response to the letter from your committee, dated the 21st ultimo, requesting the views of the Department on House bill 1657, providing for the removal of the charge of desertion against Patrick S. Doig, I have the honor to invite attention to the inclosed report of the 3d instant, and its accompanying paper from the Adjutant-General of the Army, which, it is believed, fully affords the desired information.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

The ACTING CHAIRMAN OF THE COMMITTEE ON MILITARY AFFAIRS,
United States Senate.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 12, 1886.

SIR: I have the honor to return herewith H. R. 1657, Forty-ninth Congress, first session, for the removal of the charge of desertion against Patrick S. Doig, Company D, Eighth United States Infantry, transmitted for information by the chairman of the Military Committee, House of Representatives, and in compliance with your instructions of the 2d instant, on letter of transmittal, to report as follows:

Patrick L. Doig was enrolled September 20, 1861, for three years, in Company C, Fifty-first New York Volunteers, and served faithfully until October 26, 1862, when he was discharged to enable him to enlist in the Regular Army.

On October 26, 1862, he enlisted (as Patrick S. Doig) in Company F, Eighth United States Infantry, and served until August 20, 1863, when he deserted. He surrenderd himself July 18, 1864, was tried and convicted of desertion by a general court-martial, and sentenced to be returned to his company for duty "with loss of all pay and allowances now due; to forfeit $10 per month of his monthly pay for the period of fifteen months, and make good all time lost by desertion." (General Orders No. 73, headquarters military governor, Alexandria, Va., dated October 5, 1864.)

His subsequent record is good to August 23, 1865, when he was discharged (as of Company D, Eighth United States Infantry) by reason of expiration of term of service.

An application for removal of charge of desertion against this soldier was denied by this office on the ground that his conviction of desertion by general court-martial, and the execution of the sentence imposed by the court for the offense, removed his case beyond the power of the Department to afford relief.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

It will be observed that the report of the Adjutant-General of February 12, 1886, was furnished to the chairman of the Military Committee of the House of Representatives prior to the making of the report herein copied or the passage of the bill.

The inaccuracies in the House report are apparent, and shown by the official record. Doig enlisted September 20, 1861, not September 25, 1861, in Company C, Fifty-first New York Volunteers, and not in Company D, Eighth Regiment United States Infantry, and served faithfully in said Company C, Fifty-first New York Volunteers, up to October 26, 1862, when he was discharged to enable him to enlist in the Regular Army, and on the same day, October 26, 1862, enlisted in Company F, Eighth Regiment United States Infantry, and served until August 20, 1863, when he deserted. Consequently, it is not seen how he could have been wounded in the battle of Antietam, September 16 and 17, 1862, when he was still a member of Company C, Fifty-first New York Volunteers, and remained on duty in such company up to October 26, 1862, one month and nine days, when he was discharged, and immediately enlisted in Company F, Eighth Regiment United States Infantry, doubtless *having* passed the physical examination showing him fit for the duties *of a soldier* physically, which would not have been [illegible] if he had *been severely* wounded at Antietam September 16 o[illegible]

The official record shows that he is charged with having deserted August 20, 1863, and surrendered himself July 18, 1864, and was tried and convicted by a general court-martial of desertion, and sentenced to be returned to his company for duty, "with loss of all pay and allowances then due, to forfeit $10 per month of his monthly pay for the period of fifteen months, and make good all time lost by desertion." He doubtless suffered the sentence of the general court martial.

Your committee, desiring the whole record and all the facts as recorded by the officers at the time of their occurence, again wrote the Secretary of War, asking for the whole record, and have received the following, to wit: Letter of Secretary of War, January 28, 1887; letter of Adjutant-General, January 21, 1887; statement of service and military record, dated January 21, 1887; and certified copy of the proceedings of the general court-martial before which said Doig was tried, convicted, and sentenced, which are as follows:

WAR DEPARTMENT,
Washington City, January 28, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, inclosing House bill 1657, Forty-ninth Congress, first session, to provide for the removal of the charge of desertion against Patrick S. Doig, late private Company D, Eighth United States Infantry, and stating that you find glaring discrepancies between House Report No. 1400, to accompany said bill, and the report of February 12, 1886, from the Adjutant-General's Office, and requesting the full proceedings of the court-martial that tried and sentenced the man for desertion, together with the full military history of the soldier.

In reply I beg to transmit herewith a report of the 21st instant from the Adjutant-General, together with a copy of the record of the trial of Private Doig and a statement of his full military history.

It will be observed that it is stated in the inclosed communication from the Adjutant-General that the House report above referred to was not based upon information furnished by his office.

Very respectfully, your obedient servant,

S. V. BENÉT,
Brig. Gen., Chief of Ordnance, and Acting Secretary of War.

Hon. F. M. COCKRELL,
Of Committee on Military Affairs, United States Senate.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, January 21, 1887.

SIR: I have the honor to transmit herewith a letter, dated the 10th instant, from the Hon. F. M. Cockrell, United States Senate, relative to the bill for the relief of Patrick S. Doig, as of Company D, Eighth United States Infantry, from the charge of desertion, stating that he finds glaring discrepancies between House Report No. 1400, Forty-ninth Congress, first session, and the report from this office, dated February 12, 1886, and requesting full proceedings of the court-martial that tried and sentenced the man for desertion, together with a full military history of the soldier, showing how he got from Company F, Eighth United States Infantry, to Company D of the same regiment, and in reply I beg to report as follows:

The House Report No. 1400, Forty-ninth Congress, first session (copy herewith), was not made from the records of this office, but evidently from the claimant's own statement or that of his attorney, and this office cannot reconcile the discrepancies between that report and the report from this office dated February 12, 1886 (press copy herewith).

The proceedings of the general court-martial before which this soldier was tried are not on file in this office, but are probably on file in the office of Judge-Advocate-General of the Army.

The full military history of the soldier is herewith transmitted.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The SECRETARY OF WAR.

WAR DEPARTMENT JUDGE-ADVOCATE-GENERAL'S OFFICE,
Washington, D. C., January 25, 1887.

Respectfully returned to the Secretary of War. A copy of the record of the trial of Private Patrick S. Doig, Company F, Eighth Infantry, is inclosed herewith.

G. NORMAN LIEBER,
Acting Judge-Advocate-General.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, January 21, 1887.

Respectfully returned to

Patrick L. Daig was enrolled on the 20th day of September, 1861, at New York, in Company C, Fifty-first Regiment of New York Volunteers, to serve three years, or during the war, and mustered into service as a private on the 27th day of September, 1861, at New York, in Company C, Fifty-first Regiment of New York Volunteers, to serve three years, or during the war. He is reported on muster-rolls of company from November and December, 1861, to July and August, 1862, present, September and October, 1862. Discharged October 26, 1862, and joined Regular Army, a private.

Regiment was engaged in action August 30, 1862, at Bull Run, Chantilly, September 1, 1862, and at Antietam, Md., September 17, 1862.

Borne on rolls also as Patrick L. Daig. No record of wounds.

Patrick S. Doig enlisted October 26, 1862, for balance of term in volunteers, and was assigned to Company F, Eighth United States Infantry. Muster-roll for September and October, 1862, shows him present for duty, a private. Roll for July and August, 1863, shows him deserted. August 20, 1863, at New York City, a private. His name does not again appear on rolls of said company. The company was broken up, and the members were transferred to Company D, Eighth United States Infantry, September 14, 1864. Roll of Company D for September and October, 1864, shows him present for duty, assigned to Company, per Regimental Order No. 145, October 18, 1864. Roll January and February, 1865, shows him present, with remark, deserted August 20, 1863, delivered himself up July 18, 1864. To be returned under guard to his company for duty, with loss of all pay and allowances now due, to forfeit $10 per month of his monthly pay for the period of fifteen months, and make good all time lost by desertion, per General Order No. 73, headquarters military governor, Alexandria, Va., October 5, 1864. Roll for July and August, 1865, shows him discharged August 23, 1865, by expiration of service, at Hancock Barracks, Baltimore, Md., a private.

H. CLAY WOOD,
Assistant Adjutant-General.

Proceedings of a general court-martial convened at Alexandria, Va., by virtue of the following general order:

[General Order No. 37.]

HEADQUARTERS MILITARY GOVERNOR,
Alexandria, Va., September 20, 1864.

[Extract.]

II.—A general court-martial is hereby appointed to meet at Alexandria, Va., on Wednesday, September 21, 1864, at 10 o'clock a. m., or as soon thereafter as practicable, for the trial of such prisoners as may be brought before it.

DETAIL FOR THE COURT.

1. Maj. F. G. Stiles, Forty-second Massachusetts Volunteers.
2. First Lieut. W. T. Hill, Second District of Columbia Volunteers.
3. First Lieut. Charles W. Baxter, Forty-second Massachusetts Volunteers.
4. First Lieut. Henry J. Jennings, Forty-second Massachusetts Volunteers.
5. Second Lieut. Alexander Brookfield, Second District of Columbia Volunteers.
6. Second Lieut. G. K. Edwards, Second District of Columbia Volunteers.
7. Second Lieut. Martin Dische, Second District of Columbia Volunteers.

First Lieut. J. M. Smith, Second District of Columbia Volunteers, judge-advocate.

III. No other officers than those named can be assembled without manifest injury to the service. The court will sit without regard to hours.

By command of Brigadier-General Slough.

W NE,
Acting Assist neral.

GENERAL COURT-MARTIAL ROOMS,
Alexandria, Va., September 29, 1864—10.30 o'clock a. m.

The court met pursuant to the foregoing order and adjournment. All the members were present. The court then proceeded to the trial of Patrick S. Doig, Company F, Eighth United States Infantry, who was brought before the court, and having heard the order appointing the court read, was asked if he had any objections to any member named in the order, he, the prisoner, answered, No, sir.

The court was then duly sworn by the judge-advocate, and the judge-advocate was duly sworn by the president of the court, in the presence of the prisoner.

The prisoner was then arraigned on the following charge and specification:

Charge.—Desertion.

Specification.—In this, that the said Patrick S. Doig, Company F, Eighth United States Infantry, having been duly enlisted in the military service of the United States, did, without proper authority, absent himself from his company and regiment, and so remain until apprehended at or near Philadelphia, Pa., on or about the 18th day of August, 1864.

This at or near New York City, on or about the 16th day of August, 1863.

H. H. WELLS,
Lieutenant-Colonel and Provost-Marshal-General,
Defenses South of Potomac.

To which charge and specification the prisoner, Patrick S. Doig, private Company F, Eighth United States Infantry, pleaded as follows:

To the specification: Guilty.

To the charge: Guilty.

The prisoner having no evidence to call in his defense, the Judge-Advocate submitted the case to the court without remark.

The court was then cleared, and after mature deliberation confirmed the plea of the prisoner and find him—

Of the specification: Guilty.

Of the charge: Guilty.

The court does therefore sentence him, Patrick S. Doig, private, Company F, Eighth United States Infantry, to be returned under guard to his company and regiment for duty, with the loss of all pay and allowances now due, and forfeit $10 per month of his monthly pay for the period of fifteen months, and make good all time lost by desertion.

JOSEPH M. SMITH,
First Lieutenant Company H, Second D. C. V.,
Judge-Advocate, G. C. M.

FREDERICK G. STILES,
Major Forty-second Regiment, M. V. M., President, G. C. M.

HEADQUARTERS MILITARY GOVERNOR,
Alexandria, Va., October 5, 1864.

The proceedings, findings, and sentences in the cases of * * * Patrick S. Doig, Company F, Eighth United States Infantry, * * * are approved. They will be released from confinement and returned under guard to their regiments for duty. Their sentences will be carried into execution by the commanding officers.

By command of Brigadier-General Slough.

ROLLIN C. GALE,
A. A. General.

HEADQUARTERS MILITARY GOVERNOR,
Alexandria, Va., October 5, 1864.

Official.

JNO. P. SLOUGH,
Brigadier-General Volunteers.

These records speak for themselves. This bill proposes, twenty-two years after the transaction and the recorded facts in this case, to require the Adjutant-General to remove the charge of desertion against Mr. Doig, so that it may not be a hindrance to his right to pension or bounty. The records show that Mr. Doig in 1864 was arraigned before the court-martial, charged with desertion, called for defense, pleaded guilty without explanation or palliation, was convicted and sentenced upon his plea of guilty, suffered the penalties inflicted, and now asks to remove from his record his own voluntary acts and confessions. Your committee recommend that the bill be indefinitely postponed.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1880.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3192.]

The Committee on Military Affairs, to whom was referred the bill (S. 3192) to remove the charge of desertion against Alfred G. Romine, have duly considered the same, and submit the following report:

Your committee find that a similar bill (H. R. 6729) was introduced in the House and referred to the Committee on Military Affairs, and that the following report was made June 16, 1886, in the House, No. 2875, Forty-ninth Congress, first session, to wit:

Alfred G. Romine was enrolled July 12, 1861, and mustered in July 17, 1861, to serve three years, in Company F, Sixth Iowa Volunteers, and served therein until April 6, 1862, when he was captured at Shiloh, Tenn. He was confined at Corinth, Miss., April 16, 1862; sent to Montgomery, Ala., May 15, 1862, and was paroled at that place May 23, 1862. He reported at Benton Barracks, Missouri—date not stated on records—and is borne as absent without leave on the rolls of that camp, dated August 18 and 30, 1862. He was declared exchanged September 30, 1862, but he never rejoined his command, on the rolls of which he is borne as a deserter.

On July 26, 1863, he was enrolled, and on October 31, 1863, mustered in to serve three years, in Company A, Second Colorado Cavalry, and served therein until September 14, 1865, when he was mustered out and honorably discharged.

During the two years last past frequent applications for removal of the charge of desertion against this soldier have been received at this office, in each of which he admits leaving Benton Barracks, Missouri, because of not receiving his pay, &c.; that he did not return to that camp or to his command, as he never learned that he was exchanged, and that he subsequently enlisted in the Second Colorado Cavalry. These applications have been invariably denied by this office, on the ground that his enlistment in the Second Colorado Cavalry without a discharge from the Sixth Iowa Volunteers constituted him a deserter from the latter by operation of law (22d, now 50th, Article of War), and that the Department was consequently powerless to remove the charge.

In none of the communications received from this man has he requested to be furnished with a discharge certificate from Company A, Second Colorado Cavalry, or asserted that he never received one as a member of that organization.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

From the above record of this soldier it is clearly apparent that he made no effort to rejoin his command after being exchanged, and did not re-enlist for nine months subsequent to this period. It is therefore to be presumed that he gained some advantage, bounty or otherwise, in entering a new organization.

Therefore your committee do not find sufficient ground for granting the application, and recommend that the bill do not pass, but do lie on the table.

From the record given in the House report, furnished by the Adjutant-General, your committee find that there is no general law covering this case, and no such facts as will justify the relief proposed by this bill, and therefore report it back to the Senate and recommend it be indefinitely *postponed.*

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1881.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. HAWLEY, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 10790.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 10790) authorizing the President to return the Twiggs swords to the person or persons legally owning the same at the time said swords were seized, said ownership to be determined by the Court of Claims, deem said bill just and report the same with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1882.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 2923.]

The Committee on Military Affairs, to whom was referred the bill (S. 2923) to provide for the sale of certain portions of the Fort Leavenworth Military Reservation, have had the bill under consideration and report in favor of its passage with certain amendments. The bill was submitted to the Secretary of War for such information and suggestions as might aid the committee.

The following letter, inclosing a letter from Lieutenant-General Sheridan to the Secretary of War, and a plat of the premises proposed to be sold, has been received from the Secretary of War:

WAR DEPARTMENT,
Washington City, January 31, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th instant, requesting the views of the Department upon Senate bill 2923, Forty-ninth Congress, second session, which provides for the sale of a portion of the Fort Leavenworth Military Reservation to the Leavenworth, Northern and Southern Railway Company.

In reply I beg to invite attention to the inclosed copy of a report of the 25th instant from the Lieutenant-General, from which it will be seen that the sale of that portion of the reservation lying east of the wagon-road and south of Corral Creek, as contemplated by section 1 of the bill, is not objected to. The Lieutenant-General recommends, however, in lieu of the tract asked for lying north of Corral Creek and east of the Government corrals, as indicated by blue lines on the inclosed tracing, that a sale be made to the railway company of that portion bounded as follows: Beginning 50 feet north of the intersection of the Kansas Central Railroad and the wagon-road from Leavenworth City to Fort Leavenworth; thence easterly along the right of way of said railroad to its junction with the right of way of the Chicago, Rock Island and Pacific Railroad; thence northeasterly along said Chicago, Rock Island and Pacific Railroad's right of way to a point opposite the switch at the forks of said road, which is about sixteen hundred (1,600) feet north of Corral Creek by way of said Chicago, Rock Island and Pacific Railroad; thence east across said right of way to the intersection of the new tracks of the Chicago, Rock Island and Pacific Railroad with its switch to the freight depot; thence southeasterly along the east branch of the Chicago, Rock Island and Pacific Railroad to Corral Creek.

The land indicated in the preceding paragraph is in addition to the land indicated in section 1 of the bill, and to the sale of all of which there is no objection.

The views and recommendations of the Lieutenant-General are concurred in by this Department.

It is proper to add that the president of the Leavenworth, Northern and Southern Railway Company, in a letter of the 18th instant (copy herewith), expresses himself satisfied with the changes proposed.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. C. F. MANDERSON,
Of Committee on Military Affairs, U. S. Senate.

HEADQUARTERS ARMY OF THE UNITED STATES,
Washington, D. C., January 25, 1887.

SIR: I have the honor to return herewith bills, Senate 2923 and H. R. 10102, providing for the sale of portions of the Fort Leavenworth military reservation.

To the sale of that portion of the reservation, as contemplated in section 1 of the bill, which is east of the wagon-road between Leavenworth City and Fort Leavenworth, and south of Corral Creek, there is no objection, and in view of the provision in section 2 of the bill, it is recommended.

The sale of the part asked for north of Corral Creek is not recommended, as it is an encroachment on ground which may be very valuable in the future for military purposes. A part of it, however, may be sold without detriment to the reservation, and its sale is recommended, namely: All that portion included between Corral Creek, the Kansas Central and the branches of the Chicago, Rock Island and Pacific Railroads, and which is bounded as follows: Beginning at the intersection of the Kansas Central Railroad and the wagon-road from Leavenworth City to Fort Leavenworth; thence easterly along said railroad to its junction with the Chicago, Rock Island and Pacific Railroad; thence northeasterly along said Chicago, Rock Island and Pacific Railroad to the switch at the forks of said road which is about 1,600 feet north of Corral Creek; thence southeasterly along the east branch of said Chicago, Rock Island and Pacific Railroad to Corral Creek; thence westerly along said creek to the wagon-road from Leavenworth City to Fort Leavenworth; thence northerly by said wagon-road to the point of beginning. Part of this tract is now occupied by the stock-yards of these railroads.

Very respectfully, your obedient servant,

P. H. SHERIDAN,
Lieutenant-General, Commanding.

The SECRETARY OF WAR.

Your committee have amended the bill in conformity with the suggestions of the Secretary of War, and attach to this report the bill as proposed to be amended, marked D. This matter has been under consideration for several years, and at the first session of the Forty-seventh Congress the Committee on Military Affairs reported in favor of a somewhat similar bill. (See Report No. 150, 47th Cong., 1st sess.) General Pope, commanding the Department of the Missouri, then at Fort Leavenworth, said, February 6, 1878:

The portion of the reservation specified in the bill and accompanying map can be spared from this military reservation without injury to the public interests, provided the money value of it can be applied to improvements elsewhere on the reservation, especially for inclosing the entire reservation, so as to protect what is left from any nearer approaches than those which will be occasioned by the occupation of the indicated portion for railroad uses.

In 1882 the Secretary of War said, concerning a similar bill:

I beg to inform you that the bill (S. 827) as now drafted, with the amendments proposed (inclosed), meets the approval of this Department.

A bill similar to the one now suggested has heretofore passed the Senate. The property proposed to be sold to the different railways having rights of way across it, contains, exclusive of such rights of way, about 70 acres of land. It is now practically abandoned to the use of these railroads, and the reservation at Fort Leavenworth is so much that this portion can well be spared. The bill carefully guards the interests of the Government in making the sale, as well as all railroads that may be interested in this portion of the present reservation.

D.

A bill to provide for the sale of certain portions of the Fort Leavenworth Military Reservation.

Be it enacted by the Senate and House of Representatives of the Un [illegible] *f America in Congress assembled,* That the Secretary of War is hereby au[illegible] to the *Leavenworth,* Northern and Southern [illegible] y Company, a cor[illegible] under

the laws of the State of Kansas, all that portion of the Fort Leavenworth Military Reservation which lies east of the wagon-road between Leavenworth City and Fort Leavenworth and south of Corral Creek, and also a tract lying north of Corral Creek, beginning fifty feet north of the intersection of the Kansas Central Railroad and the wagon-road from Leavenworth City to Fort Leavenworth; thence easterly along the right of way of said railroad to its junction with the right of way of the Chicago, Rock Island and Pacific Railroad; thence northeasterly along said Chicago, Rock Island and Pacific Railroad's right of way to a point opposite the switch at the forks of said road, which is about sixteen hundred (1,600) feet north of Corral Creek by way of said Chicago, Rock Island and Pacific Railroad; thence east across said right of way to the intersection of the new tracks of the Chicago, Rock Island and Pacific Railroad with its switch to the freight depot; thence southeasterly along the east branch of the Chicago, Rock Island and Pacific Railroad to Corral Creek: *Provided*, That there is hereby reserved from such sale, for the purposes contemplated by section three of the "Act authorizing the construction of a bridge across the Missouri River upon the military reservation at Fort Leavenworth Kansas," approved July twentieth, eighteen hundred and sixty-eight, a strip through such tract three hundred feet wide, which includes all lands lying within one hundred and fifty feet of the center line of the track of the Fort Leavenworth Railroad, now known as the Chicago, Rock Island and Pacific Railway, as now constructed, and being the right of way granted by the act aforesaid.

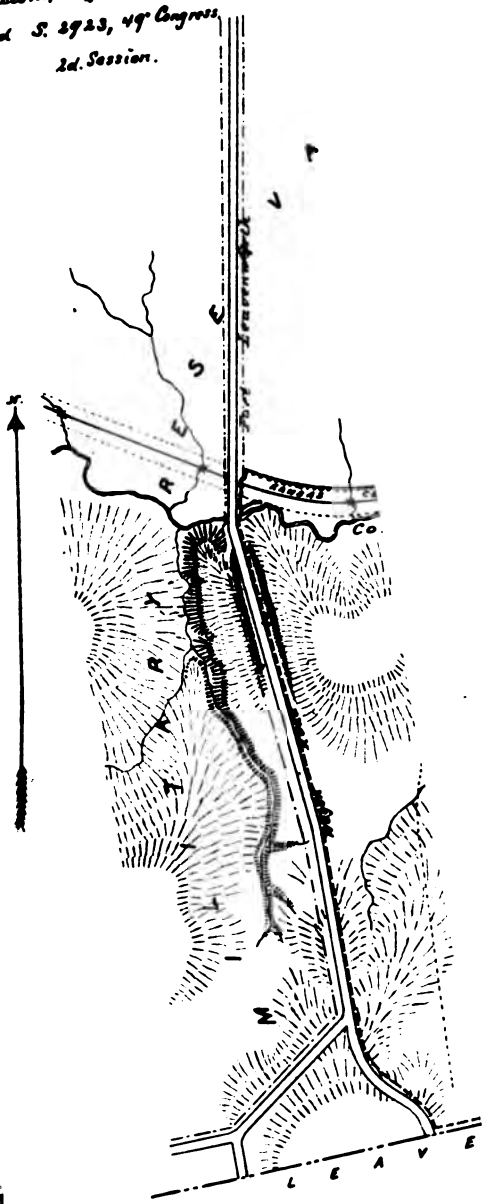
SEC. 2. That the Secretary of War shall appoint three commissioned officers of the United States Army, who shall cause an accurate survey and map to be made of the said lands, and shall appraise their value, a report of which appraisement, accompanied by a map and description of said lands, shall be made by said commissioners to the Secretary of War; and if said survey and appraisement shall be approved by the Secretary of War, then, upon the payment into the Treasury of the amount of such appraisement within eighteen months from the date of the report of said commissioners, and after notice of said proposed purchase to all railroad companies having tracks upon said land to be given by the Secretary of War, a patent shall issue to the said Leavenworth, Northern and Southern Railway Company, or its assigns, or to any of the railroad companies mentioned in section four of this act for the lands described in the report of the said commissioners: *Provided*, That the proceeds arising from the sale of said lands shall be applied in making permanent improvements on the military reservation at Fort Leavenworth, under the direction of the Secretary of War.

SEC. 3. That the Fort Leavenworth Railroad Company, its successors, assigns, or lessees, shall have the right to construct and maintain, upon the strip of land reserved from sale by the first section hereof, all buildings and improvements, including those now in use, necessary for the maintenance of a first-class railroad, and for the performance and protection of its business, on said strip of land so reserved; and the same rights shall belong to and be enjoyed by all other railroad companies entitled to occupy said right of way under the said third section of the act of July twentieth, eighteen hundred and sixty-eight.

SEC. 4. That if any railroad company other than the said Leavenworth, Northern and Southern Railroad Company now occupying said right of way, or being in process of construction to or upon the same, at the date of the appraisement hereinbefore provided for, shall desire to purchase and occupy any portion of the land the sale of which is herein provided for, such company or companies shall have the right to purchase a pro rata proportion of the whole of such tract herein authorized to be sold, upon the same terms and conditions hereinbefore prescribed for the said Leavenworth, Northern and Southern Railway Company, subject to the provisions of the third section of the act of July twentieth, eighteen hundred and sixty-eight, and payment and patents shall be made accordingly.

O

PLAN OF THE
SOUTHEASTERN PORTION OF
FORT LEAVENWORTH.
to accompany H.R. 10102,
and S. 2923, 49th Congress,
2d. Session.



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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1883.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 15, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 1119.]

The Committee on Military Affairs, to whom was referred the bill (S. 1119) "to provide for the appointment of hospital stewards of the United States Army, and to fix their pay and allowances," the bill having been amended and passed by the House, and the title also amended, have had the same under consideration, and report the same back favorably, and recommend that the Senate do concur in the amendments to the bill and of the title.

The bill as it passed the Senate provided for two classes of hospital stewards, those of the first-class to be appointed by the Secretary of War, to be permanently attached to the Medical Department, their pay to be $40 per month. The second class to be appointed on the written order of a commanding officer, on the recommendation of a medical officer, with pay of $30 per month. The bill, as it passed the Senate, also provided for increase pay for continuous service as now allowed by law, and for allowances of quarters, rations, clothing, &c., as allowed by law.

The number of the first class were to be determined by the Secretary of War on recommendation of the Surgeon-General, regard being had for the necessities of the service.

Your committee, on an examination of the matters embraced in the amended bill, have reached the conclusion that the recommendations of the House Military Affairs are sound and in the best interests of the public service, and accordingly adopt the same, and recommend that the House amendments be concurred in.

The reasons assigned by the House committee are as follows:

The amendments proposed by the committee reach the object proposed to be obtained by the bill by a complete organization of the hospital corps of the Army.

The plan of organization meets the hearty indorsement of the Surgeon General, and, when carried into effect, will settle the question of pay for cooks and nurses, especially referred to by the Secretary of War in last report, and will give a compact body of trained men to discharge the duties of hospital stewards and attendants, and at the same time relieve the company rolls of regiments of names purporting to be soldiers, but who are ever missing from the ranks on duty at hospital.

The increase of pay to stewards has been the subject of petition and recommendation year after year, and the committee believe that a man fit to be a hospital steward deserves and ought to receive the pay recommended to be allowed him in the amendment.

As amended the bill reads as follows:

"SECTION 1. The hospital corps of the United States Army shall consist of hospital stewards, acting hospital stewards, and privates; and all necessary hospital services in garrison, camp, or field (including ambulance service), shall be performed by the members thereof, who shall be regularly enlisted in the military service; said corps shall be permanently attached to the Medical Department, and shall not be included in the effective strength of the Army, nor counted as a part of the enlisted force provided by law.

"SEC. 2. The Secretary of War is empowered to appoint as many hospital stewards as in his judgment the service may require, but not more than one hospital steward shall be stationed at any post without special authority of the Secretary of War.

"SEC. 3. The pay of hospital stewards shall be fifty dollars per month, with the increase, on account of length of service, as is now or may hereafter be allowed by law to other enlisted men. They shall rank with ordnance sergeants and be entitled to all the allowance appertaining to that grade.

"SEC. 4. No person shall be appointed a hospital steward unless he shall have passed a satisfactory examination before a board of one or more medical officers as to his qualifications for the position and demonstrated his fitness therefor by services of not less than twelve months as acting hospital steward, and no person shall be designated for such examination except by written authority of the Surgeon-General.

"SEC. 5. The Secretary of War is empowered to enlist, or cause to be enlisted, as many privates of the hospital corps as the service may require, and to limit or fix the number, and make such regulations for their government as may be necessary; and any enlisted man in the Army shall be eligible for transfer to the hospital corps as a private. They shall perform duty as ward-masters, cooks, nurses, and attendants in hospitals, and as stretcher-bearers, litter-bearers, and ambulance attendants in the field; and such other duties as may by proper authority be required of them.

"SEC. 6. The pay of privates of the hospital corps shall be fifteen dollars per month, with the increase on account of length of service as is now or may hereafter be allowed by law to other enlisted men; they shall be entitled to the same allowances as a corporal of the arm of service with which on duty.

"SEC. 7. Privates of the hospital corps may be detailed as acting hospital stewards by the Secretary of War, upon the recommendation of the Surgeon-General, whenever the necessities of the service requires it; and while so detailed their pay shall be twenty-five dollars per month, with increase as above stated. Acting hospital stewards, when educated in the duties of the position, may be eligible for examination as hospital stewards as above provided.

"SEC. 8. All acts and parts of acts, in so far as they contravene the provisions of this act, are hereby repealed."

As amended, the title reads as follows:

"A bill to organize the hospital corps of the Army of the United States, to define its duties, and fix its pay."

The bill was referred to the Secretary of War, who returned it with the following letter:

WAR DEPARTMENT,
Washington City, February 14, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 8th instant inclosing, for the views of this Department, Senate bill 1119, pr[illegible] for the appointment of hospital stewards and fixing their pay and allowa[illegible] [illegible]ssed the House of Representatives in amended form.

In reply I beg to advise you that the Surgeon-General reports upon the matter as follows:

"The bill is heartily approved by me and has resulted from a conference held with General Bragg at his request. I believe that the corps of hospital stewards should be composed of men of education and ability, and in my opinion their services are fully worth $50 per month with allowances, placing them on a par with civilian clerks employed in large drug stores. I also think that the pay of the men of the hospital corps should be $15 per month at least, as their duties will be onerous and responsible."

This measure meets with the approval and recommendation of the Department.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. CHAS. F. MANDERSON,
Of Committee on Military Affairs, United States Senate.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1884.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. MCMILLAN, from the Committee on Commerce, submitted the following

REPORT:

[To accompany bill H. R. 10419.]

The Committee on Commerce, to which was referred the bill (H. R. 10419) "making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," has considered the same, and submits the following report:

The bill as it came to the Senate appropriated the sum of $7,458,250.

The Senate committee made an amendment, increasing the bill as it came to the Senate $2,927,050.

This increase made by the Senate committee consists principally of the following items:

For the purchase of the Portage Lake canals	$350,000
Improving the Mississippi River from the Head of the Passes to the mouth of the Ohio River	250,000
Improving Baltimore Harbor	175,000
Improving the mouth of the Columbia River	175,000
Improving harbor at Buffalo	170,000
For the purchase of the Green and Barren River improvements	150,000
Improving the Potomac River	100,000
Improving Erie Harbor	100,000
Improving New Haven Harbor	75,000
Improving Cape Fear River	70,000
Improving Norfolk Harbor	70,000
Improving Saint John's River	50,000
Improving Missouri River from its mouth to Sioux City	50,000
Improving harbor at Humboldt Bay	50,000
Improving the Cascades of the Columbia River	50,000
Improving Bar Harbor	50,000
Improving Milwaukee Harbor	40,000

In accordance with the resolution of the Senate the committee herewith submits to the Senate the following condensed statement of facts, taken almost exclusively from the reports of the Chief of Engineers submitted to Congress by the Secretary of War, in regard to each public work for which an appropriation is made in the bill, which render such work advisable and of national importance, and which show the condition of the work in cases where a new work is commenced:

Improving harbor at Rockland, Maine: Continuing improvement, twenty-five thousand dollars.

Rockland Harbor, Maine, is in Penobscot Bay, and is a port of entry in the district of Waldoborough. It is one of the most important harbors on the Maine coast, not only for its commerce, both foreign and coastwise, but for its accessibility as a harbor

of refuge, it being easily reached in heavy weather by coasting vessels, and the fishing fleets bound to and from the fishing grounds to the East. The improvement originally proposed for this harbor in 1881 was the construction of two rubble shoal breakwaters, increasing its efficiency as a harbor of refuge, one of these breakwaters extending from Jameson Point southerly 1,900 feet, the other northerly from South Ledge 2,640 feet.

The commercial statistics for the year ending December 31, 1885, were as follows:

Amount of revenue collected	$2,832 73
Value of importations (about)	75,000 00
Value of exportations	Nominal

Shipping.	No.	Tons.
American vessels entered from foreign ports	8	765.00
Foreign vessels entered from foreign ports	368	27,675.00
American vessels cleared for foreign ports	21	5,276.00
Foreign vessels cleared for foreign ports	369	27.762.00
Entries, coastwise	8	1.109.00
Clearances, coastwise	9	2,979.00
Vessels built in collection district	6	3,569.04

It should be stated, perhaps, that the coastwise entries and clearances recorded at the custom-house convey no accurate impression of the vessels arriving at and departing from the port of Rockland, the numbers of which cannot be arrived at by any means, but must reach, I should judge, as high as 4,000 to 6,000. Among these are steamers of the Boston and Bangor lines, daily in summer, usually four trips per week in winter; also, the Portland, Mount Desert, Blue Hill, Fox Island, and other steamers. The harbor is spacious, with good water and secure holding ground.

The original estimate for the two breakwaters was $550,000. There has been appropriated—

By act of June 14, 1880	$20,000
By act of August 2, 1882	40,000
By act of July 5, 1884	40,000
Total	100,000

The total expenditure to June 30, 1886, has been 97,921 99

On the 1st of July, 1885, a contract was outstanding with Mr. Thomas A. Rowe, of Newton, Mass., for placing stone in the breakwater. Work under the contract was completed December 31, 1885. There were delivered in the breakwater, under the contract mentioned, 39,959 tons of stone, adding 473 feet to the length of breakwater, thus making the total length measured on top, at 5 feet above mean low water, 1,472 feet.

Amount (estimated) required for completion of existing project	$457,500
Amount that can be profitably expended in fiscal year ending June 30, 1888.	100,000

Improving breakwater at the mouth of Saco River, Maine: Continuing improvement and repairs, six thousand dollars.

The cities of Biddeford and Saco, about 5 miles from the mouth of the river, are manufacturing places of considerable importance, and upon the navigation of the river the prosperity of these places largely depends.

COMMERCIAL STATISTICS FOR YEAR ENDING DECEMBER 31, 1885.

Arrival of vessels	270
Departures	270

Imports by water.

Coal	tons	40,000
Moulding sand	do	7,000
Cotton	bales	8,750
Pig-iron	tons	4,000
Iron pipe		4,000

Paving stones	tons..	456
Pitch	barrels..	150
Gravel	tons..	250
Lime	casks..	8,000
Cement	barrels..	2,500
Ashes	bushels..	3,000
Paper	rolls..	300
Timber	tons..	102
Plaster	do...	1,500
Paints, oil, lead, &c	do...	150

Exports by water.

Stone	tons..	10,000
Ice	do...	10,000
Bricks	number..	2,000,000

The object of this work is to prevent the sand from drifting across the mouth of the river and forming a bar, and also to enable the currents to scour and maintain a deeper channel in the bar previously formed.

The original project for this work was undertaken in 1866, and in 1873 all the work then contemplated had been completed.

Under the act of Congress approved August 2, 1882, a survey was made in the summer of 1883, and it being found that the work thus far completed was insufficient for the purpose, a further plan was submitted in the Annual Report for 1884. The project submitted comprised the following:

1. Raising the breakwater to height of 15 feet above low water, making a width of 12 feet on top, and replacing injured parts	$70,000
2. Dredging in channel to 5 feet at mean low water	11,500
3. Extending breakwater to Sharp's Ledge	220,000
4. For stone wing-dam or jetty on south side of channel	55,000
Total	356,500

It is believed that no good channel can be maintained across the bar until the current can be limited and confined by constructing the jetty opposite the breakwater.

It is recommended that $100,000 be appropriated for the next fiscal year for constructing the jetty and continuing work upon the breakwater.

Total amount appropriated for this work to date	$27,500
Amount (estimated) required for completion of existing project	347,840
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000

For commencing the construction of a breakwater from Mount Desert to Porcupine Island, fifty thousand dollars.

Preliminary examination of Bar Harbor, Maine, with the view to establishing a breakwater and deepening the waters of said harbor, and especially the channel between Rodick's Island and Mount Desert Island.

UNITED STATES ENGINEER OFFICE,
Portland, Me., January 10, 1887.

GENERAL: I have to submit the following report of a preliminary examination of Bar Harbor, Maine, with a "view to establishing a breakwater and deepening the waters of said harbor, and especially the channel between Rodick's Island and Mount Desert Island," in compliance with requirements of the river and harbor act of August 5, 1886, and instructions received from the Chief of Engineers.

In the early part of November I visited Bar Harbor, and used every available means of ascertaining its exact condition and necessity.

Bar Harbor, from which the adjacent town takes its name, is included in the waters of Frenchman's Bay and is somewhat north of the eastern point of Mount Desert Island.

The harbor is entirely open to storms or seas from southerly and southeasterly directions. The depth of water in what may be properly called the harbor anchorage, varies from twenty-five to over ninety feet, and the adjacent waters of the bay are much deeper.

On the north of the harbor the bay is partially divided by several islands nearly in line. On the southeast of the harbor is a small ledge, outside of which is "Round Porcupine Island," whose *eastern shore* is nearly a mile from Mount Desert.

The situation and general features of the harbor are very clearly shown on coast survey chart No. 306, to which I invite attention.

It will be seen that the only part of the harbor which receives any protection from the south and southeast is in shallow water and obstructed by a bar, which extends in a northerly direction from the shore to the island shown on the chart as "Bar Island" but locally known as "Rodick's Island." The top of the bar is entirely uncovered at mean low water.

The physical conditions of the harbor already indicated are such that the sea from the exposed side is thrown into the harbor with great force from the deeper water of the bay, and the effect is doubtless increased by the reaction from the islands on the north. At times the action of the sea in the harbor is so great that vessels cannot safely ride at anchor, and landing at the wharves, which are somewhat projected by point of land, is sometimes impracticable, and is often attended with great hazard.

In such storms for a vessel to attempt to remain at the steamboat wharf would be to invite almost certain destruction.

Through the politeness of Mr. G. W. Patten and Mr. E. H. Greely, I have been furnished with the following statistics of the harbor covering a period from October 25, 1885, to October 24, 1886, inclusive:

Steamer Sebenoa landings	806
Steamer Sappho landings	360

The above make freight and passenger connections with the Maine Central Railroad.

Steamer Richmond landings	142
Steamer Longfellow landings	24
Steamer Electa landings	387
Steamer Lewiston landings	1
Steamer Silver Star landings	315
Steamer Mount Desert landings	96
Steamer Rockland landings	216
Steamers Queen City and Cimbria	125

A total of 2,472 landings of steamers.

In addition to the above, there were the following arrivals and departures:

Yachts	200
Fishing vessels	185
Coasters	170

Five hundred and fifty-five sailing vessels, which makes the total arrivals in the port 3,027.

A statement of the arrivals and departures of passengers by steamer shows that there were nearly 40,000 each way.

Bar Harbor has in a comparatively short time increased in population and buildings to such an extent that the valuation of its real estate is, by a close approximation, $4,000,000, and is rapidly increasing. There can be no doubt of the great necessity for protection of the harbor by a breakwater. The 3,027 arrivals of steamers and other vessels in the harbor in a single year represent interests so widespread that there are few, if any, places of its size where any improvement would produce benefits so widely diffused.

That the business and necessities of the place will rapidly increase in years to come there can hardly be a doubt, and I believe that the facts given amply justify the opinion that the harbor is worthy of improvement by the General Government.

For the purpose of devising a plan for a breakwater and estimating its cost no survey will be necessary.

The chart of the coast survey gives the situation and depths of water sufficiently in detail for any probable requirements.

Very respectfully, your obedient servant,

JARED A. SMITH,
Major of Engineers.

Brig. Gen. JAMES C. DUANE,
Chief of Engineers, U. S. A.

Improving harbor at Portland, Maine: Continuing improvement, twenty-five thousand dollars.

The harbor is in the collection district of Portland and Falmouth, Me. There is a light-house on the breakwater, and at Portland Head, 3 miles distant. The harbor is *defended by Forts* Preble, Gorges, and Scammel, and battery at [illegible]ead.

Commercial statistics for the year ending December 31, 1885.

Shipping.	Number.	Tonnage.
Arrivals:		
Foreign	273	135,848
Coastwise	481	392,313
Clearances:		
Foreign	367	200,201
Coastwise	315	332,401
Vessels built in the district	3	1,844

Amount of revenue collected	$782,591 99
Value of imports	6,730,034 00
Value of exports	9,093,574 00

It has for some years been apparent that the carrying of freights is much cheaper in large than in small vessels, and that in order to maintain the present commerce of Portland, as well as to encourage and foster new enterprises, a depth of water must be procured in the harbor which will accommodate at all times the largest trans-Atlantic steamers and sailing vessels.

A project was submitted to Congress, at its last session, as well as further improvements to the channel and breakwater, which are recommended for future consideration.

1st. For a channel 500 feet wide and 29 feet deep, approaching the lower wharves of the harbor. This will require the removal of

635,000 cubic yards *in situ*, at an estimate of 20 cents per yard	$127,000
Contingencies, say	8,000
Total	135,000

2d. The dredging a channel 300 feet wide and 25 feet deep is recommended, to connect the deep channel below with deep water in the upper part of harbor. This will require the removal of

175,000 cubic yards of material, at an estimated cost of 20 cents per cubic yard	$35,000
Contingencies, say	3,500
Total	38,500

3d. Extending the breakwater 1,000 feet. It is estimated that this will require—

75,000 tons of stone (quarry grout), at $1	$75,000
913 linear feet of superstructure, at $25 per foot	22,825
Pier for light-house on end of breakwater	12,000
Engineering and contingent expenses	10,175
Total	120,000

4th. Dredging channel in Back Cove 300 feet wide and 12 feet deep, with winding basin:

721 cubic yards *in situ*, at 25 cents per cubic yard, including all contingencies	$180,000 00
Total amount appropriated to date	466,447 05
Of this amount there had been expended to June 30, 1886, the sum of	434,582 05
Amount (estimated) required for completion of existing project	105,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	105,000 00

Improving the channel in Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand dollars.

The following letter, addressed to the Chief of Engineers by Maj. J. A. Smith, is respectfully submitted, as showing the necessity of this improvement:

UNITED STATES ENGINEER OFFICE,
Portland, Me., May 4, 1886.

Brig. Gen. JOHN NEWTON,
Chief of Engineers, U. S. A., Washington, D. C.:

GENERAL: In accordance with request in indorsement of the Chief of Engineers, dated April 21, 1886, upon letter of Hon. T. B. Reed, inclosing petition from city gov-

ernment of Portland, Me., I have to submit the following report upon the necessity for improvement of navigation in the Back Cove, of Portland Harbor, with a project and estimate of cost.

The petition mentioned recites certain statements regarding the limited harbor frontage available for miscellaneous purposes of commerce, and the necessity for making additional room by improving the channel in what is locally known as Back Cove. These statements are undoubtedly correct.

A reference to the map of Portland and its surroundings will show that it is situated upon a peninsula, and that owing to various obstacles the frontage occupied by wharves covers only a portion of one side.

The peninsula itself is principally a high ridge, with bluffs at its extremities, of 150 and 160 feet above the sea level. The growth of the city is of necessity in a direction away from the present harbor, so that at least one-half the city and all the immediate suburbs must be supplied with all heavy articles arriving by water at a large additional expense for cartage and handling, which must be paid by consumers of these articles wherever located. While this, no doubt, gives employment to a few truckmen and laborers, yet it is a tax upon the industries, thrift, and commerce of the place.

The managers of railroads reaching this point have seen this difficulty, and for their own benefit have completely encircled the city, and have stations on either side, but the natural highway upon the water to the rear of the city is so poor that it is only used to a very limited extent, and then with only partial benefit.

This report has been delayed somewhat in order to obtain reliable information upon which to base an estimate of probable benefits to be derived from the improvement if made.

I am informed by Mr. M. N. Rich, secretary of the merchants' exchange and board of trade, that in the year 1885 there were received or shipped by sea at this port the following heavy articles, the amount being given as a close approximation: Coal, 300,000 tons; salt, 27,391,950 pounds; lumber, 39,085,476 feet; lime, 50,000 casks; fish, 81,617 casks; sugar, 30,828,496 pounds; molasses, 1,292,997 gallons; oils, 25,000 barrels; cement, 21,000 casks; ice, 30,000 tons. While absolute figures are not easily obtained in advance, it seems reasonable to estimate that if one-half the coal could be handled on the opposite side of the city by means of harbor facilities in the Back Cove, it would effect a saving of 25 cents per ton, amounting to an annual benefit of $37,500 upon this single item.

The expense of handling other heavy articles would be similarly affected to a greater or less extent, so that the total benefit could not fail to be very great.

Adjacent to the Back Cove and to the city, in the town of Deering, is a manufactory of stoneware, pottery, &c. Messrs. Winslow & Co., the proprietors, have at my request, given me a statement of their receipts and shipments by water. In this single industry the saving upon 14,350 tons of crude materials received, such as clay, sand, and coal, is estimated at between $3,000 and $5,000, being approximately 21 cents to 34 cents per ton.

A study of the subject makes it apparent that an improvement of the channel in the Back Cove will result in cheapening the transportation of a very large amount of material, both for local and general consumption.

A harbor commissioner's line has been established 200 feet outside of and parallel to the "Marginal Way."

The project recommended is to deepen and straighten the channel, so that it may have a depth of not less than 12 feet at mean low water, and so that the inner edge may border the harbor commissioner's line. This channel may at first be made as narrow as 50 feet, with a view to subsequent increase as the increasing traffic and commerce may demand. A winding basin should, however, be constructed at the extreme end to permit the turning of vessels.

The improvement would consist entirely of dredging, the quantities for which have been computed as accurately as possible from information at hand, without incurring the expense of a survey.

Estimating for a channel of 12 feet in depth, which will be sufficient for the present needs, the quantities to be removed are as follows:

	Cubic yards.
For a channel 50 feet wide, with basin	200,000
For a channel 100 feet wide, with basin	299,500
For a channel 150 feet wide, with basin	396,000
For a channel 200 feet wide, with basin	500,000
For a channel 250 feet wide, with basin	617,000
For a channel 300 feet wide, with basin	721,000

If done by *contract*, the price cannot be safely estimated (including contingent expenses) at less than 25 cents per yard. This will make the estimated cost as follows:

For a channel 50 feet wide	$50,000
For a channel 100 feet wide	74,875

For a channel 150 feet wide	$99,000
For a channel 200 feet wide	125,000
For a channel 250 feet wide	154,250
For a channel 300 feet wide	180,250

The channel of 300 feet in width is probably as small as will meet the ultimate requirements, and if this can be done by a machine and tug owned by the Government the cost would be greatly reduced, besides leaving the plant for use at other places. For this I would submit the following estimate, viz:

For dredge, scows, and tug	$50,000
Removing 721,000 cubic yards, at 10 cents	72,100
Total	122,100

Experience and observation indicate that the prices last given are ample to cover every expense when the work is done by labor and machinery employed directly by the Government.

If from the total amount the value of the machinery left on hand for sale, or for use at other places be deducted, the cost of the entire improvement may be fairly estimated not to exceed $100,000.

Very respectfully, your obedient servant,

JARED A. SMITH,
Major of Engineers.

Total amount appropriated for this work to date	$26,250 00
Amount (estimated) required for completion of existing project	153,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at York, Maine: Continuing improvement, seven thousand dollars.

York Harbor is situated at the outlet of York River into the Atlantic Ocean. The part of the river west of Stage Neck is called the inner harbor, the area east of Stage Neck forming the outer harbor.

No improvements are asked for the outer harbor. The entrance to the inner harbor is obstructed by a bar of gravel and rocks. At mean low water this bar has only 3½ feet of water over its shoalest place, while on both sides of it the channel has a low-water depth of at least 12 feet.

It is desired to have this bar excavated to a depth of not less than 8 feet at mean low water.

The capacity of the harbor basin is greatly diminished by sand spits, which, as also a shoal in the middle of the river, should be removed to a depth of 8 feet at mean low water.

The mean rise and fall of tides is 8 feet. The principal exports consist of ice and bricks, the imports mostly of coal and provisions.

It was represented that 40,000 tons of ice are expected to be cut and stored from Barrell's mill-pond next season. About 100 vessels of 13 to 14 feet draft could be employed to best advantage in shipping it; at present, vessels of not more than 11½ feet draft can pass over the bar at average high water.

A steam brick-yard, farther up river, has a capacity of 6,000,000 brick per year; it is at present not operated to its full extent, it is said, owing to the difficulties of navigation; from 50 to 75 cargoes of brick are shipped annually in schooners.

A considerable quantity of firewood is also shipped out of York River, but to what extent could not be ascertained.

In the summer months of 1863 a passenger steamer made regular trips twice a day between Portsmouth and York, but as it could pass the bar only at or near high water and a landing outside could not be maintained on account of its exposed position, the undertaking had to be abandoned.

It is also claimed that many fishing vessels run into York Harbor for shelter at or near high water, and many more could and would use the inner harbor as a place of refuge in stormy weather, if they could cross the bar at all stages of the tide.

The project for the improvement of this harbor is as follows:

1. Removal by dredging of part of the spit off southwest point of Stage Neck.
2. Removal of part of sand shoal in basin.
3. Removal of upper shoal (C), thereby widening and strengthening the channel, which is now very tortuous. Vessels coming down with the ebb tide have great difficulty in avoiding the ledge point off Bragdon's Island.

York Harbor affords excellent shelter for vessels in easterly storms, and many fishing and other small vessels are said to take advantage of it, and a larger number

could at certain stages of the tide, if the entrance was improved and more anchorage ground made available.

Appropriated by act August 5, 1886	$15,000 00
Amount required for the completion of existing project	10,000 00
Amount that can be profitably expended for the year ending June 30, 1888	10,000 00

Improving harbor at Portsmouth, New Hampshire: Continuing improvement, ten thousand dollars.

The several works above named are located in the collection district of Portsmouth, of which Portsmouth is the port of entry. The nearest light-houses are Portsmouth Harbor Light, and Whalesback Light at the outer entrance of the harbor. The nearest forts are Fort McClary and Fort Constitution in the lower harbor. The United States navy-yard at Kittery, Me., is also in this harbor.

COMMERCIAL STATISTICS.

The following information has been received from the collector of customs for Portsmouth:

Shipping.	Number.	Tonnage.
Foreign:		
Arrivals	57	6,202
Clearances	54	6,129
Coastwise arrivals and clearances	760	20,865
Amount of revenue collected	.....	$1,200 35
Value of importations	.....	26,420 11

No exports. As to the amount of commerce and navigation that will be benefited by the improvement proposed and in progress, all navigation at this port is materially affected by such.

The project for the improvement of this harbor, adopted in 1879, embraced three items, viz:

(1) The closing of the channel between Great and Goat Islands, parallel and close to the "Third Bridge," stopping a tidal current which was stated to be very inconvenient. This was done in 1880.

(2) The removal to 20 feet low-water depth of Gangway Rock, a ledge in the channel opposite the navy-yard, which had but 12 feet depth at mean low water. This is about one-half done.

(3) The removal of part of the ledge at the southwestern point of Badger's Island, which is in the way of vessels coming down the harbor on the ebb tide. This is about one-half done.

When these latter two are removed the project adopted in 1879 for the improvement of this harbor will be completed.

The entire cost originally estimated was $150,000. From 1879 to 1886 there has been appropriated for the work the sum of $92,000. Of this amount there was expended up to June 30, 1886, $91,991.28.

The last annual report placed the estimate to complete the project at $30,000. This was based upon the last contract price, which was exceptionally low. The remaining part of "Gangway Rock" is comparatively small in amount and so situated as to be more expensive than heretofore, the average depth to remove being less. It is therefore believed that the original estimate of $30 per cubic yard is more prudent. This would require, including the usual contingencies for engineering, surveys, &c., $40,000 to complete the project.

Amount (estimated) required for completion of existing project	$25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.

This is a small harbor, near the entrance to Portsmouth Harbor, frequented by the coasters and fishing vessels of that vicinity, and only accessible at high water. Its inner anchorage ground has a depth of 9 feet at mean low water [illegible] channel leading to it has a least depth of only 3 feet at that stage of tide.

At the instance of members of the Marine Society and the Board of Trade and other citizens of Portsmouth a survey was made of this harbor in 1882, under the direction of Col. George Thom, Corps of Engineers, at the time in charge of the improvement of Portsmouth Harbor. The improvement which appears to have been desired at that time was to have this channel of entrance opened to a depth of 9 feet at mean low water for a width of 100 feet, and also to have the inner basin enlarged to a width of 300 feet for an average length of 700 feet, which, with the addition of a rubble-stone breakwater to protect the channel and basin from easterly storms, was estimated would cost about $33,000.

Colonel Blunt in his report considers that this project should be enlarged to serve a useful purpose, and, estimating the least cost of a suitable harbor of refuge at $150,000, concludes that Little Harbor is not worthy of improvement at that cost.

In the annual report of the district engineer (General Thom) for 1882, he states:

"With a view to the further improvement of this (*i. e.*, Portsmouth) harbor, to which my attention has been called by the members of the Portsmouth Marine Society, the Portsmouth Board of Trade, and other citizens of Portsmouth, I have caused surveys to be made * * * of the shoal in the small harbor of refuge, near Jerry's Point (*i. e.*, Little Harbor), with results as follows, to wit: * * *

"3. Shoal in channel of harbor of refuge near Jerry's Point. This is a small harbor used by coasters and fishing vessels on the coast near Portsmouth. Its inner anchorage ground has a depth of 9 feet at mean low water, but the channel leading to it has a least depth of only 3 feet at mean low water. It is desired to have this channel opened to a depth of 9 feet at mean low water for a width of 100 feet; also to have the inner basin enlarged to a width of 300 feet for an average length of 700 feet.

"This would require 61,000 cubic yards of dredging *in situ*, the estimated cost of which, including contingencies, is	$20,000
"But for the protection of this channel and basin against the easterly storms to which it is much exposed, a rubble-stone breakwater would be required at Jerry's Point, the estimated cost of which, including contingencies, is	13,000
Total	33,000

That a harbor of refuge of moderate size is a necessity to the numerous smaller vessels engaged in the commerce and fisheries of that coast, as well as to those seeking entrance into Portsmouth Harbor in certain conditions of winds and tide, has been clearly demonstrated to your committee, and an improvement such as was suggested in 1882, as above stated, is recommended.

Amount appropriated by act of August 5, 1886	$10,000
Amount required for completion of the existing project	23,000
Amount that can be profitably expended during the year ending June 30, 1888	23,000

Improving harbor at Burlington, Vermont: Continuing improvement, twelve thousand five hundred dollars.

This is the most important harbor on the eastern coast of Lake Champlain. The city of Burlington, which is situated on this harbor, has, according to the census of 1880, a population of over 11,000.

Commercial statistics for the year ending December 31, 1885.

Description.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	989	419,149	989	419,149
Sailing vessels	36	4,013	36	4,013
Vessels in tow (barges)	182	24,045	156	21,434
Total	1,207	447,207	1,181	444,596

Revenue from customs	$76,952 91
Value of imports	463,161 00
Value of exports	None.

NATURE AND AMOUNT OF IMPORTS.

Coal	tons	73,000
Lumber and timber	feet, B. M.	47,525,000
General merchandise	tons	30,000
Pig-iron, &c	do	9,000

The first project for the improvement of this harbor was probably adopted about 1836. Modifications of the original project have been made from time to time, so as to afford adequate protection to the increased commercial and shipping interests of the harbor. In 1874 a modification was proposed, whereby an extension, 2,000 linear feet westward, was effected; in 1884 an extension to the south was proposed by the officer then in charge, and now there has been submitted a plan for further extension, both to the north and south, which awaits necessary consideration and approval, as well as the necessary funds with which to carry on operations, before further work can be done.

The funds for continuing the improvement at Burlington Harbor, Vermont, were consumed with the completion of Luther Whitney's contract, dated August 29, 1884, and as modified under date of June 23, 1885, whereby 200 feet of extension to the southward were effected; but the small balance of the appropriation for repairs has allowed some operations for maintenance during the past season. There were 500 feet of breakwater that had become badly decayed, and was in danger of being breached by the heavy gales of the autumn and winter seasons, which section was thoroughly repaired between July 13 and September 10. Considerable stone was purchased and added to this section, in the course of these repairs, as well as at other portions of the breakwater where required, and there was one course added to the outer wall along 300 feet, just north of the 500 feet repaired section, in order to have it high enough to retain the filling stone there.

It having been observed this season that the extreme northern end of the breakwater, covering a section of 300 linear feet, was about a foot lower than any other portion of the structure, which brought it below extreme high water, some repair-work has been in progress here during the latter part of June and up to the close of the fiscal year. These repairs stand about completed with the close of the year, and comprise a low parapet superstructure, two courses high and 13 feet wide, extending along the outer pockets of this low section in the breakwater.

As additional funds become available for this work, it is expected they will be applied in further extension of the breakwater, so as to keep pace with the growth of the commerce and the extension of the line of docks and wharves of the harbor, and for repair of such portions of the existing structure as may require it from time to time.

Total amount appropriated for this work to date	$501,922 20
Amount (estimated) required for completion of existing project	203,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving the channel between the islands of North Hero and South Hero, Lake Champlain, Vermont, ten thousand dollars.

BURLINGTON, VT., *December* 16, 1886.

Maj. M. B. ADAMS,
Chief of Engineers, U. S. A.:

MAJOR: I have the honor to submit herewith my report of a survey of the channel between North and South Hero islands, Lake Champlain, Vermont, known as "The Gut," made under your instructions.

"The Gut" is the main channel between ports on Lake Champlain west and south of North and South Hero islands and the large body of water lying between those islands and the Vermont mainland, including Macquam Bay and Saint Alban's Bay.

Communication with the latter portion of the lake is cut off at the south by the sand-bar bridge. "The Gut" therefore is a very important channel. It is about 2 miles long, and the channel through it varies in width from 40 feet at the west and 100 feet at the east entrance to three-quarters of a mile at the middle.

At each end of "The Gut" a bar extends from island to island, and it is the portions of the channel through these bars which require improvement to make it safe for navigation, the remainder having a depth of 10 feet, sufficient for the needs of commerce in this part of the lake.

There is no permanent current through this passage, but only such as is caused by high winds.

While this survey was in progress, a heavy southwest squall occurred, after which a current set out of "The Gut" to the west, with an estimated velocity of 2,500 feet per hour.

These currents, and the south and southwest winds at the west entrance, make the navigation of these narrow channels both difficult and dangerous.

The effect of this is to cause many vessels from the upper lake, especially tow-boats, to make a detour around the foot of North Hero Island in order to reach Macquam

and Saint Alban's bays, increasing the distance 3 miles to the first and 20 miles to the second.

I learned from the captain of the steamer Macquam that 26,000 tons of freight were thus necessarily carried by that steamer to Macquam during the season of 1885, through this north channel instead of through "The Gut," on account of the danger in using the latter channel.

The bar at the west intrance is composed of heavy bowlders, gravel, and clay.

The channel through it is 40 feet wide and has a governing depth of 7 feet.

On the sides of this channel are also a number of stones, which were formerly anchors for light-house buoys.

Ice carried away the buoys, and the stones are left in positions very dangerous to navigation, they being heavy and having sharp corners and edges.

One of these lies directly in the channel as now indicated by the buoys, and has but 7 feet of water over it.

The steamer Macquam has twice struck rock in this channel and been badly injured.

I would respectfully recommend that the channel through this bar be made 150 feet wide and 10 feet deep at low water.

Such a channel would be about 800 feet long and would necessitate the removal of about 12,000 cubic yards of material with classification and at a cost approximately as follows:

Removing 7,000 cubic yards rocks, bowlders, and heavy gravel, at $1 per cubic yard	$7,000
Removing 5,000 cubic yards clay and small gravel, at 25 cents per cubic yard	1,250
	8,250
10 per cent. for contingencies	825
Total cost	9,075

This improvement would, I believe, be permanent in its character, the materials of which the bar is composed being such that very little filling would ever take place. The bar at the east entrance to "the gut" is composed of small gravel and clay with few bowlders. The channel through it is 100 feet wide, with a least depth of 8 feet.

This channel, on account of its greater depth and width, is not so dangerous as that at the west entrance.

It would be greatly improved, however, by straightening and giving it a uniform width and depth with that proposed for the west entrance, viz, 150 feet width and 10 feet depth at low water.

This would necessitate the removal of about 4,000 cubic yards of clay and gravel, costing approximately as follows:

Removing 4,000 cubic yards clay and gravel, at 25 cents per cubic yard	$1,000 00
10 per cent. for contingencies	100 00
Total cost	1,100 00

The total estimated cost of improving the channel through "the gut" will be, therefore:

Improving west entrance	$9,075 00
Improving east entrance	1,100 00
Total cost of improvement	10,175 00

It is impossible to get full commercial statistics of this channel, as no record is kept of vessels passing through it.

It is used by both steam and sail craft. The steamer Macquam carried through it about 5,000 tons of freight during the season of 1885. If the improvement recommended is made, "the gut" will be used by tow-boats plying between Macquam and Saint Albans bays and ports west and south of the islands, and a great aid will be given to the commerce of this part of Lake Champlain.

Respectfully submitted.

JOHN C. CHURCHILL, JR.,
Assistant Engineer.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, January 26, 1887.

SIR: The Board has the honor to acknowledge the receipt of the resolution passed by the Senate on January 13, 1887, calling upon the Light-House Board for information as to the quantity of commerce passing through that part of Lake Champlain lying between the islands of *North Hero* and South Hero, and of the need of lighting that channel, *together with an estimate* of the cost of so doing.

In reply, the Board begs leave to state that it has credible information that the steamer Masquam, a boat 150 feet long, 370 tons burden, and licensed to carry 500 passengers, makes, on an average, four trips a day through this channel during the season, which commences about the middle of April and closes about the 1st of December.

The Board is also informed that about 200 canal-boats of some 26,000 tons capacity and about 50 sailing vessels of some 5,000 tons capacity passed through this channel last year.

It is also stated that this business has increased at least 500 per cent. since the building of the Saint Johnsbury and Lake Champlain Railroad, and a statement is made that it will probably increase as much more in the next five years, as the northern part of Lake Champlain is fast becoming a summer resort.

The Board at its session on January 21, 1887, took into consideration these and other statements on this subject and came to the conclusion that the re-establishment of two of the lights in this channel, which were carried away by the ice two years ago, is demanded by the interests of the lake commerce.

It is, therefore, respectfully recommended that the proper steps be taken to obtain an appropriation of $4,000 for the re-establishment of two stake-lights to mark the channel between North Hero and South Hero Islands, Lake Champlain, upon foundations sufficiently strong to secure them against the floating ice which carried away their predecessors.

A copy of the Senate's resolution above referred to is inclosed.

Very respectfully,

S. C. ROWAN,
Vice-Admiral, U. S. Navy, Chairman.

The SECRETARY OF THE TREASURY.

Improving harbor at Boston, Massachusetts: Continuing improvement, sixty thousand dollars.

The several works completed and projected for the improvement of this harbor are located in the collection district of Boston and Charlestown, Mass. Boston is the port of entry.

Commercial statistics for the year ending June 30, 1886.

Importations:	
Merchandise, value	$58,430,707 00
Coin and bullion	121,995 00
Domestic exportations:	
Merchandise	53,428,513 00
Coin and bullion	1,000 00
Foreign exportations (re-exports):	
Merchandise	670,555 00
Coin and bullion	None.
Vessels arrived from foreign ports:	
Number	2,592
Tonnage	1,183,067
Vessels cleared for foreign ports:	
Number	2,498
Tonnage	1,918,911
Total custom collections:	
From all sources	$21,079,311 36
Hospital dues included in above	424 73

The object of this improvement is, first, to preserve the harbor by protecting the islands and headlands, and, second, to improve it by widening, straightening, and deepening the channels.

The projects adopted for this purpose since 1866 have been mainly in accordance with the recommendations of the United States commissioners, whose labors terminated during that year.

The works of preservation consist of sea-walls, aprons, jetties, &c., which protect the shores of the islands and headlands, prevent additional wash into the channels, control the tidal scour, and preserve the full height of anchorage shelter for vessels in the roadsteads.

WORKS OF PRESERVATION.

The condition of the works of preservation on June 30, 1885, was as follows, viz:

Point Allerton.—This point, at the southeast entrance of the harbor, was protected by a granite sea-wall 1,202 feet in length. It was completed in 1873. Its concrete foundation, for a distance of 1,005 feet, was protected by an apron and eight jetties of granite rubble-stone. The work was generally in good order. Some of the joints required repointing.

Great Brewster Island.—This island, on the north side of the entrance to the main ship-channel, was protected by a granite sea-wall 2,840 feet in length, which was completed in 1869. It was in fair order.

George's Island was protected by a granite sea-wall, with riprap extensions at the south and west ends.

The sea-wall is 2,150 feet long, and it and the southern riprap, 600 feet long, were completed about 1835. The western riprap, which is 450 feet long, was built in 1884–'85. The sea-wall and ripraps were in good order on June 30, 1885.

Lovell's Island.—The western shore of this island was protected by a rubble-stone apron, built in 1873, repaired and extended in 1884. It is 975 feet long. The northern shore was covered by a granite sea-wall, built in 1843, and repaired in 1878. It is 750 feet long. The eastern shore was protected by a granite sea-wall, 800 feet in length, completed in 1869; and by rubble-stone aprons between the northern and eastern sea-wall, 1,440 feet long, and south of the east sea-wall one 1,330 feet long. Those walls and aprons were in good order June 30, 1885.

Gallop's Island.—The western, northern, and eastern shores of this island at the close of 1871 had been protected by a granite sea-wall 1,785½ feet long, and by an apron (covering also the foundation of the sea-wall) 3,050 feet long. Both the sea-wall and apron were in good order June 30, 1885. No work was done on them during the fiscal year.

Deer Island.—The three prominent heads of this island had been protected by granite sea-walls originally built about 1827. They are of the following lengths: The north head wall 1,740 feet; the middle head 840 feet, and the south head 380 feet. In 1865 and 1869 these walls were partly rebuilt, and in the weakest places were backed with concrete.

The present condition of these walls is as follows: The north head wall is in fair order; in the middle head wall about 50 feet of the paving in rear of the wall, near its northern end, requires relaying, and 105 feet of the coping stones, near the southern end, must be reset (the stones have been thrown off the wall and the paving in rear of them injured); these repairs will cost, it is estimated, $750. At the south head wall, near its northern extremity, about 75 feet of the wall has been demolished by the winter storms, and requires entire rebuilding, and, for an additional length of 60 feet, one or two courses require resetting.

Long Island.—The north head of this island was protected by a granite sea-wall 2,081¾ feet long, completed in 1874. The foundation of the sea-wall and its southern and western ends are protected by an apron of rubble-stone aggregating 1,375 feet in length. This apron was built in 1874 and extended in 1884. All was in fair order June 30, 1885, at which date it was estimated to cost $400 to make some repairs to the pointing of the masonry.

Rainsford Island.—The north head of this island had been protected by a dry granite wall 1,500 feet long, originally built in 1840, and extensively repaired in 1884–'85. It was in excellent order June 30, 1885.

Castle Island.—This island had been protected by a dry granite sea-wall 3,300 feet long, built in 1835, and a high riprap extension of it to the southwest 300 feet long, built about 1865. June 30, 1885, the riprap shore protection was in good order, and the wall required some repairs, which were estimated to cost $350.

Governor's Island.—The bluffs and shore-line of this island have never been protected. They stand, however, in very important relations to the main ship-channel at the Upper and Lower Middles. In addition to this the bluffs are occupied by important heavy batteries for the defense of the inner harbor and the navy-yard. Serious abrasions of these bluffs have been in progress for some years. The two main bluffs, the east and south, should at once be protected by light sea-walls. That at the east battery will be 500 feet long, and is estimated to cost $30,000; the south bluff wall should be 1,800 feet long, and is estimated to cost $50,000.

The amounts recommended for expenditure for Boston Harbor during the fiscal year ending June 30, 1888, are as follows, viz:

For extension of the sea-wall at Point Allerton, 150 feet, at $100	$15,000
For repair of Great Brewster wall	3,000
For extension of George's Island sea-wall, 1,400 feet	35,000
For repair of George's Island sea-wall	100
For repair of Lovell's Island east sea-wall	6,000

For extension of Gallop's Island sea-wall	$7,500
For repair of middle head-wall, Deer Island	750
For rebuilding south head-wall, Deer Island, 250 feet	20,000
For extending riprap shore protection at Long Island	2,000
For repair of Long Island sea-wall	1,000
For repair of Castle Island sea-wall	1,000
For protection of east bluff at Governor's Island, 500 feet, at $60	30,000
For protection of south bluff of Governor's Island, 1,800 feet	50,000
For continuing the project of improvement of the main ship-channel, by removing 253,200 yards at the Upper and Lower Middles, making it 800 feet wide and 23 feet deep at mean low water	128,000
For survey of Upper and Lower Middles	3,000
For contingencies	17,650
Total	320,000

Total amount appropriated to date	$1,663,750 00
The total amount expended to June 30, 1885, was	1,598,971 01
Amount (estimated) required for completion of existing project exclusive of repairs	263,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	320,000 00

Improving harbor at Lynn, Massachusetts: Continuing improvement, six thousand dollars.

This harbor is situated about 9 miles northeast of Boston. Its entrance channels are narrow and crooked, with but 6 feet of water at mean low tide, the greater part of the harbor being flats, some of which are bare at low water.

The city of Lynn, situated on this harbor, has, according to the census of 1880, a population of over 38,000, and is one of the largest manufacturing cities in the State.

Its commercial statistics for the year ending June 30, 1886, are as follows:

Number of vessels arriving from foreign ports during the year ending June 30, 1886	26
Gross tonnage of said vessels	2,647
Value of merchandise imported in said vessels	$9,641
Amount of revenue collected in Lynn during the fiscal year ending June 30, 1886	1,343
Number of coastwise arrivals during the year	415
Amount of coastwise tonnage	82,585
Value of merchandise brought to Lynn in coastwise vessels	$774,500

This amount of $774,500 includes these items:

Coal	$590,000
Lumber	90,000
Fire-wood	3,500
Lime and cement	36,000
Stone, sand, and bricks	15,000
Miscellaneous, hay, tiles, water-pipes, paving and crossing stones, drain pipes	40,000
Total	774,500

The original project for its improvement was proposed in 1881, and modified in 1884, after additional physical facts relating to the locality had been obtained.

The improved project consists in dredging a channel 200 feet wide and 10 feet deep at mean low water, through the outer and inner bars from deep water near White Rocks to the harbor line, essentially following the direction of the White Rocks channel. To aid in keeping this dredged channel open at its outer end, a training-wall is proposed, starting from high-water line near Little Nahant, gradually approaching the dredged channel, to which at its outer end it becomes parallel. The upper part of the dredged channel, it is supposed, will require occasional dredging.

The original estimate of cost of this improvement was $145,000. The present estimate of cost is $157,000. This excess of $12,000 over the original estimate is due to the dredging found necessary in rounding the junctions of the channels with deep water to prevent shoaling and to a further reasonable allowance of dredging for the same purpose in the western half of the upper channel. But by far the greater part

of this excess is due to the fact that shoaling from side slopes and flats during dredging is much greater than originally estimated, and to the cost of surveys necessary for investigation of the changes in progress and the probable permanency of the projected work.

The total amount appropriated in furtherance of this improvement is $66,000.

The amount expended to June 30, 1885, was	$50,209 06
Amount (estimated) required for completion of existing project	91,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty thousand dollars.

Nantucket Harbor is on the north side of the island of Nantucket. It has deep water inside, and would form an excellent harbor of refuge for vessels plying between the south and all Atlantic ports north of Cape Cod were it not for the shoal bar which obstructs its entrance. In the distance between the harbors of Martha's Vineyard (Vineyard Haven and Edgartown) and Provincetown, about 100 miles, the only harbor for refuge at present is the small harbor of Hyannis, on the north shore of Nantucket Sound. In the memorial to Congress on which the first appropriation was made for the work now in progress it was stated that more than thirty thousand vessels annually pass through this great thoroughfare of commerce, the navigation of which is intricate and perilous by reason of its numerous shoals, making such harbors especially necessary in stormy and thick weather, and that more than five hundred vessels have been wrecked around the island.

Before the commencement of the present works there was a shoal 1¼ miles in width outside the entrance, through which shoal the channel or line of best water was very crooked, and subject to changes in location. The ruling depth in the channel was about 6 feet at mean low water, and it has been about the same as far back as we have any record of it. The mean rise and fall of the tide is about 3 feet.

The present approved project is to construct jetties of riprap stone, projecting from either side of the present entrance to the harbor, for the purpose of concentrating the strength of the tidal currents and excavating a deep channel by scour, and, at the places where the full depth required will not be reached by this means, to complete the work by dredging.

The commercial statistics for the year ending June 30, 1886, were as follows:

Aggregate amount of imports for the year ending June 30, 1886.

Coal, hard	tons	8,750	Brick	number	255,000
Coal, gas	do	200	Lime	casks	800
Railroad sleepers	pieces	3,500	Cement	do	270
Grain	bushels	27,000	Wood	cords	541
Flour	barrels	4,500	Salt	pounds	145,550
Hay	tons	175	General merchandise	tons	4,500
Lumber	feet	1,800,000			

About 218 vessels entered our harbor during the past year of the following classification:

No.	Class.	Average draught.	Average size.
		Feet.	*Tons.*
112	Schooners	8	115
28	Sloops	6	45
23	Steamers	7	400
7	Barges	6	100
48	Yachts, of various sizes and rigs	.....	.....

It is proposed to devote the small remainder on hand July 1, 1886, and the appropriation made by the act of August 5, 1886, to the extension, as far as possible, of the east jetty.

The total is amount appropriated for the work to date	$125,000 00
Amount (estimated) required for completion of existing project	250,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.

This work is located in the collection district of Newburyport, Mass., of which Newburyport is the port of entry. The nearest light-house is on Plum Island, at the entrance to the harbor. According to the census of 1880 Newburyport has a population of nearly 14,000 inhabitants.

The commercial statistics of this harbor for the fiscal year ending June 30, 1886, are as follows:

Amount of revenue collected, $1,996.32.

Vessels.	Number.	Tons.
Foreign trade, entered	20	2,801
Foreign trade, cleared	31	4,304
Domestic trade, entered	290	91,630
Domestic trade, cleared	288	89,240
The fisheries, entered	77	1,649
The fisheries, cleared	78	4,304

The object of the improvement is to create a channel through the outer bar 1,000 feet wide, and with a least depth of 17 feet at mean low water, or 24½ feet at mean high water. The project adopted is to build two converging rubble-stone jetties, so located as to give a proper direction to the current, and thereby produce and maintain the desired result. The project was adopted in 1880 and modified in 1883. Amount appropriated by Congress for this work to date is $170,000.

The amount required for the completion of the existing project is $205,000, all of which can be profitably expended during the fiscal year ending June 30, 1888. If such an appropriation is made it is proposed to apply it to the rapid simultaneous construction of both jetties.

The total amount appropriated for this work to date	$207,500 00
The total amount expended to June 30, 1885	160,131 86
Amount (estimated) required for completion of existing project	167,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	167,500 00

Improving harbor at Plymouth, Massachusetts: Continuing improvement, ten thousand dollars.

From the census of 1880, it appears that Plymouth is a place of over 7,000 inhabitants. The commercial statistics of this harbor for the fiscal year ending June 30, 1886, are as follows:

Number of cargoes: imports and exports	281
Tons of merchandise: imports and exports	42,656
Arriving and sailing of all vessels for harbor and other purposes, estimated number	2,300
Number of passengers arriving and departing by steamers, packets, &c., estimated	45,000
Official collection from all sources	$30,901 25

MANUFACTURING INDUSTRY.

The aggregate capital of twenty-two of the principal manufactories amounts to $2,017,000, manufacturing cordage, cottons, woolens, duck, iron, nails, tacks and rivets, zinc, castings, and other staple goods, valued annually, $3,372,000.

The aggregate banking capital is $3,335,377. All this capital receives a direct benefit from the improvements and protection of this harbor by the General Government.

The object of this improvement is to protect the harbor by the preservation of Long Beach and to deepen and widen the channels of approach to the wharves at Plymouth.

The preservation of Long Beach has been carefully attended to for many years, as the existence of the harbor depends on it, and from the nature of the work it can at no time be considered completed and permanent; small annual appropriations are necessary to immediately repair any damage caused by storms.

The project for the improvement of the main channel was originally adopted in 1875. It provided for straightening the channel so that its total length would be 2,286 feet, give it a width of 100 feet and a depth of 6 feet at mean low water. This project was modified in 1877 so as to include the dredging of a basin 866 feet long, 150 feet wide, and 8 feet deep in front of the city wharves.

The project was again modified in 1884. It was then proposed to dredge the channel to a depth of 9 feet at mean low water, widen it to 150 feet, and round off its junctions with the main ship-channel and the basin. In 1885 it was proposed to deepen the basin to 9 feet at mean low water.

Before improvement the channel to the town wharves was about 6 inches deep at mean low water.

The total amount appropriated for this work to date	$114,800 00
The total amount expended to June 30, 1885	105,482 50
Amount (estimated) required for completion of existing project	15,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	15,500 00

Improving harbor at Provincetown, Massachusetts: Continuing improvement, fifteen thousand dollars; of which sum five thousand dollars shall be used to strengthen Long Point Breakwater.

This harbor is situated at the extremity of Cape Cod. It is one of the most important harbors of refuge on the Atlantic coast, the entire commerce of New England being directly benefited by its maintenance. In addition to this it accomodates a large fleet of fishing vessels engaged in its principal local commerce. It is easy of access, and completely protected, furnishing safe anchorage for every class of vessels. Its permanency, however, depends entirely upon the maintenance of the beaches inclosing it.

Provincetown is a port of entry in the collection district of Barnstable, Mass. The nearest light-houses are Long Point and Wood End lights.

According to the census of 1880, Provincetown has a population of over 5,000 inhabitants.

The commercial statistics for this harbor during the fiscal year ending June 30, 1886, were as follows:

Amount of revenue collected at this office for the year ending this day was $708.24.

	Tons.
Number of foreign entries at this office, 32	2,704
Number of foreign clearances, 34	2,886
Number of coastwise clearances, 8	810
Number of entrances of merchandise in bond	34

Including 142 sail vessels and 1 steamer belonging to this port, whose aggregate tonnage is 12,541 tons, the number of vessels that entered and departed from this port during the year was, as nearly as could be estimated, 7,000.

The estimated value of commerce and navigation that sought shelter in Provincetown Harbor during the past year was $18,500,000.

The object of this improvement is to preserve one of the most valuable harbors of refuge on the Atlantic coast. The entire commerce of New England and a very large local fishing interest is directly benefited by its maintenance. It is situated at the extremity of Cape Cod, and its existence depends entirely on the preservation of the sandy beaches inclosing it.

The project for its improvement was adopted in 1866, and modified in 1869, 1872, and 1873. It consists in the construction of detached bulkheads of wood and stone, jetties of wood and brush, dikes, sand-catch fences, and the extensive planting of beach grass—all for the sole purpose of preventing or arresting the movement of the sand by the winds and waves.

The condition of the improvement June 30, 1885, was as follows (see accompanying map):

Long Point.—This long, narrow, low point forms the southwestern limit of the harbor. It had been protected on the southeast or outside by bulkheads, groins, and aprons, built of rubble-stone. These were all generally in good order.

Beach Point.—This beach lies between the Main and East Harbors. It had been thoroughly protected by bulkheads and jetties and was in excellent order.

High Head Dike.—This dike was in good order. It is situated at the head of East Harbor, between it and the "Salt Meadow." It was built in 1869, for the purpose of arresting the rush of the sea should it break through at the "Cove Section."

Cove Section, a narrow, low part of the outer beach at the head of the "Salt Meadow." The beach here had continued to increase in width and height.

Abel Hill Dike, a dike built to prevent the rush of water from "Lancy's Harbor" over House Point Island Flats into the main harbor. The dike was in good order.

House Point Island Flats.—These flats have for many years been steadily moving to the southeast, to the manifest injury of the harbor. In November, 1885, House Point Island was swept away by a violent storm.

The total amount appropriated for this work to date	$139,478 44
The amount expended to June 30, 1885, was	135,924 59
Amount (estimated) required for completion of existing project	90,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	90,000 00

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

This harbor is situated on the west shore of Massachusetts Bay, midway between Boston and Plymouth lights, distant about 14 miles from each and about 25 miles from Race Point, in a direction north 22° west.

COMMERCIAL STATISTICS, 1886.

There is belonging to the port 4 vessels, ranging from 6 to 10 tons burden, that are engaged in mossing and fishing, producing annually about $35,000 worth of Irish moss (as it is called), and $4,000 worth of fish.

There is landed annually about 12 cargoes of lumber and 10 of coal, and about 100 sail of small size vessels, such as yachts, &c., habor there in the course of the season.

The channel dredged by Government does not fill up, and the Government works stood well the heavy storms of the last winter.

There are no manufacturing interests of consequence at the port, the business being mostly agricultural. Its value as a harbor of refuge is quite uncertain, but should a ship in distress within the bay be so fortunate as to enter the harbor, the saving of life and property in this one instance would far all outweight the costs of construction.

The object of this improvement is to create a harbor of refuge for vessels when eastward of Boston.

At the commencement of the improvement the harbor had a low-water area of about 57 acres, over 6 acres of which there was a depth of at least 3 feet at mean low water. It was open to the action of easterly winds.

The project adopted in 1880 is to build two breakwaters (one from "Cedar Point," on the north side of the entrance, and the other from the point of the "First cliff" on the south side); and to deepen the area inclosed and in front of the entrance by dredging.

The breakwaters are to be of rubble-stone and are to be 20 feet wide on top, which is in a plane 4 feet above mean high water, except at the outer ends, which are raised 6 feet higher, so as to be conspicuous guides for entrance.

The dredging proposed (covering a channel length of 2,700 feet) will require the removal of 500,000 cubic yards, and will give a depth of 15 feet at mean low water in the entrance channels; from 12 to 15 feet between the breakwaters; 12 feet immediately in rear of the south breakwater, and 10 feet for the main harbor basin.

The estimated cost of the breakwaters was $100,000, and of the dredging $190,000, or a total of $290,000 for this improvement.

The condition of the improvement June 30, 1885, was as follows;

The north breakwater had been constructed to its full height for a length of 720 feet, about 15,000 tons of rubble-stone having been put in place. The south breakwater had not been commenced. A portion of the beach between Cedar Point and the land had been protected by a brush and stone bulkhead 45 feet long, in front of which was a stone apron 10 feet wide and 385 feet long.

For temporary relief to commerce, a channel 1,600 feet long, 100 feet wide, and 5 feet deep at mean low water, starting at a point 300 feet east of the north end of the proposed south breakwater, had been cut as far westward as the "Deep Hole," where an inner basin had been prepared, 200 feet by 160 feet, with 7 feet depth at mean low water.

"Harbor Rocks" should be removed. They form an obstruction marked by a buoy, about 500 feet east by south from the outer end of the south breakwater, and near the southern edge of the dredged channel.

They consist of several detached rocks, covering an area of about 50 feet square; they project about 1½ feet above mean low water, and to reduce them to the plane of the bed of the sea in the vicinity will require the removal of 108 tons of stone.

To complete the project will require an appropriation of $250,000, of which amount $100,000 could be profitably expended during the fiscal year ending June 30, 1888.

Total amount appropriated for this work to date	$47,500 00
Amount (estimated) required for completion of existing project	242,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving harbor at Wareham, Massachusetts: To complete improvement, four thousand and fifty dollars.

Wareham is in the New Bedford collection district. New Bedford is the nearest port of entry. The amount of revenue collected in the last fiscal year was $48,381.06. The nearest light-houses are Bird's Island and Wing's Neck lights. The nearest fortification is the fort at Clark's Point, New Bedford, Mass.

Statement of the annual commerce of Wareham, Mass., in certain enumerated districts.

Articles.	Received and shipped by water.			Received and shipped by rail.			Total valuation by water and rail.
	Imports.	Exports.	Valuation.	Imports.	Exports.	Valuation.	
Barrels ... number	250		$75	6,100		$2,745	$2,820
Castings, brass						50,000	50,000
Castings, iron ... tons					650	48,000	48,000
Cranberries ... barrels		400	4,000	20	5,850	58,700	62,700
Coal:							
Bituminous ... tons	25,450		117,070				117,070
Anthracite ... do	5,575	300	34,050		1,400	8,400	42,450
Flour ... barrels	548	50	4,900	4,452	1,000	43,488	48,388
Grain ... bushels	200,000		180,000	9,000	150,000	143,100	323,100
Hoops ... number				1,500,000		6,750	6,750
Iron:							
Pig ... tons	8,325		185,990				185,990
Plate ... do		100	8,800	4,000	2,200	389,800	398,600
Merchant ... do					5,622	298,000	298,000
Scrap ... do	3,250		97,500	6,675	102	203,750	301,250
Swedish bars ... do				1,200		102,000	102,000
Iron ore ... do	2,775		21,200				21,200
Kegs ... number		100,000	15,000		113,740	17,061	32,061
Lumber:							
Eastern ... feet	625,000		12,000	327,500	60,000	7,139	19,139
Box boards ... do		1,900,000	20,700		500,000	5,500	26,200
Nails ... kegs		102,000	382,500		109,040	408,900	791,400
Oysters, seed, and shell fish, barrels		2,900	4,000		1,883	9,400	13,400
Sand, furnace and foundry, tons	420	12,040	8,020				8,020
Staves ... number		2,000,000	5,500		2,000,000	5,500	11,000
Total			1,101,305			1,808,233	2,909,538

There is a smaller commerce in brick, lime, hay, clay, shells, wood, boats, cement, and similar coastwise traffic.

Wareham is the nearest port to Sandwich and to the inland towns of Middleborough, Bridgewater, and Brockton, the commerce and manufactures of each of which equal those of Wareham. The railroad wharves of Wareham have direct railway connection with these and other tributary towns, but inadequate navigation facilities in Wareham Harbor oblige these towns to receive their water-borne supplies via Fairhaven and Somerset.

The yearly arrivals and departures at this port comprise, together, about 350 sailing vessels, and also occasional steamers and numerous small craft. The supplies for the iron mills are brought in schooners of 350 to 600 tons burden, manufacturers considering it profitable to employ larger vessels than formerly in freighting cargoes of coal and iron. The wharves in Wareham Harbor are rendered difficult of approach for such vessels by reason of bars in the tortuous channel. The nature of the above-mentioned industries of this town is such that its railway traffic is dependent upon the facilities for navigation.

It is reported that $3,000,000 of commerce and navigation, annually, would be benefited by the completion of the work of harbor improvements now in progress at

this port. Wareham, being situated at the head of navigation in Buzzard's Bay, is naturally the port of entry for the commerce of the adjacent inland towns; and being also provided at the wharves and docks with improved railroad communication, it becomes a distributing point for merchandise transported between the seaboard and the interior.

Before improvement the ruling depth in the harbor was about 7 feet at mean low water in a narrow and very crooked channel. Long Beach, a narrow sand-spit at the mouth of the harbor, was washed and abraded by the waves and currents at high water, and the material was carried into and shoaled the channel inside. The mean rise and fall of the tide is 4 feet.

This harbor is an estuary at the head of Buzzard's Bay. The object of the improvement is to deepen and widen the channel leading from Buzzard's Bay to Wareham; the industries of which and of several towns in the vicinity with which it is connected by rail are chiefly the manufactures of iron, and depend largely on transportation by water of the material used therein. The commerce of Wareham is carried on in sailing vessels, and the channel is to be made a beating channel for such vessels. Another object of the improvement is in the raising of Long Beach, over which the sands from the bay were washed into the harbor. The mean rise and fall of the tide is 4 feet.

The original approved project of 1871 for the improvement, and its subsequent modifications, provides for a channel 250 feet wide and 10 feet deep at mean low water from Barney's Point down to the entrance to the harbor. Above Barney's Point the width of the channel is to be 350 feet, with the same depth—10 feet—as below that point. The plan includes also the raising and strengthening of Long Beach, of which a large portion was submerged at low water, to carry it above the storm waves and currents and to hold it there, in order to prevent the filling of the improved channel above by material abraded from the beach.

At the beginning of the last fiscal year the work of dredging the channel was in progress.

The amount of material removed from the beginning of the fiscal year was 43,444 cubic yards of dredged material and 2.24 cubic yards of bowlders, all of which was carried to the dumping-ground between Abiel's Ledge and Dry Ledge, in Buzzard's Bay. New bounds were placed to mark the channel-lines of the entire improvement, and small repairs were made during the year to the stone and brush protective works at Long Beach damaged by the storms of the winter of 1885-'86.

The amount expended during the last fiscal year was $8,485.21. The channel in the upper part of the harbor in front of the wharves was carried to its full width and completed, and about one-half of the first reach below the wharves was excavated to its full depth of 10 feet below mean low water. This reach includes the heaviest cutting in the entire improvement. The ruling depth of the approaches to Wareham has now been increased from 7 to 9 feet, and the channel has been greatly widened in all the reaches, especially in the main reach below the wharves. Vessels of larger draught can be carried to Wareham than formerly, and the increase in width of channel is already a great help to all vessels in beating in and out of the harbor.

The work required to complete the existing project is the excavation of the channel to its full width and depth from the point to which it was carried by the last contract down to the deep water above Long Beach. There will also be required the expenditure of a few hundred dollars more in the further building up of Long Beach.

Total amount appropriated for this work to date	$80,000 00
Amount (estimated) required for completion of existing project	4,050 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	4,050 00

Improving Hyannis Harbor, Massachusetts, five thousand dollars.

Hyannis Harbor is in the Barnstable collection district, and Barnstable is the nearest port of entry. The amount of revenue collected in the last fiscal year was $1,670.92. The main value of the harbor is for a harbor of refuge. The nearest lighthouse is Hyannis Light; the nearest fortification is the fort at Clark's Point, New Bedford, Mass.

The commercial statistics of this harbor for the fiscal year ending June 30, 1880, are as follows:

IMPORTS.

Coal	tons	8,000
Lumber	feet	1,750,000
Cotton	bales	1,000
Grain	bushels	108,000
Lime		500
Hay		300

EXPORTS.

Fish, iced	barrels..	42,000
Schooners harboring during year		1,600
English		150
American		1,450
Draught	feet..	3 to 15
Tonnage		25 to 1,000
Steamers harboring during year		210
Tonnage		75 to 500
Draught	feet..	6 to 13

There would probably be a larger number of vessels harbor here if the harbor inside the breakwater was dredged.

The harbor of Hyannis lies on the south shore of Cape Cod, about 15 miles to the westward of the heel of the cape, and is an important harbor of refuge. The mean rise and fall of the tide is about 3½ feet.

Before improvement it was an open roadstead, exposed to southerly storms.

In the years 1827–'38 a breakwater of riprap granite 1,170 feet long was constructed, covering an anchorage of about 175 acres, the entrance to which has a depth of about 15½ feet. It was not as strongly built as we would now build a breakwater in a locality of like exposure, and in the years 1852–'82 extensive repairs were made in increasing the width of its base and the size of the stone forming its sides and top.

The depth of the water inside the breakwater is insufficient for many vessels that seek the harbor for refuge, and the river and harbor act of July 5, 1884, provided for a preliminary examination and survey of the harbor, with a view of deepening it.

The commencement of this work has been approved by Congress making an appropriation of $10,000 therefor in the act of August 5, 1886.

The amount expended on this work has been $123,276.77, and the breakwater has been completed according to the original project and the subsequent plans for strengthening it.

The execution of the project before referred to, of deepening the anchorage area inside the breakwater, will be commenced at the eastern end of the anchorage, and the full width of the area proposed to be deepened will be carried to the westward as far as the appropriation of August 5, 1886, will allow.

Total amount appropriated for this work to date	$133,357 58
Amount (estimated) required for completion of existing project	35,662 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	55,662 00

Improving harbor at Sandy Bay, Massachusetts: Continuing improvement, fifty thousand dollars.

Sandy Bay is situated in the collection district of Gloucester, Mass. The nearest light-house is Straitsmouth Light, situated on the northeast end of Straitsmouth Island, at the southeast side of the entrance to the bay.

A letter from the collector of customs at Gloucester, Mass., which gives the commercial statistics of this district for the fiscal year ending June 30, 1886, is annexed.

Tonnage of district, 495 vessels, 31,437 tons.

Number of vessels entered from foreign countries	128
Number of vessels cleared to foreign countries	113
Number of vessels' registers and enrollments granted	98
Number of vessels' licenses	504
Value of imports	$109,236
Duties on imports	$13,827
Number of vessels boarded by inspectors	3,400

(These are nearly all the vessels in the foreign and coastwise trade, as many of our local fishermen are not boarded.)

There is about fifty sail of vessels (fishing and coasting) owned at Rockport (Sandy Bay), and they have three or four foreign arrivals each year from Nova Scotia.

It is proposed to establish a national harbor of refuge of the first class at Sandy Bay, Cape Ann, Massachusetts.

The importance of a harbor of refuge at this place has been felt and acknowledged from a very early period. In 1828 Congress appropriated and expended in the construction of a harbor at this place about $60,000, which is now entirely inadequate to meet the demands of our present commerce. Sandy Bay is situated at the northeastern extremity of the promontory of Cape Ann, which forms the northern limit of Boston or Massachusetts Bay, and which has been a terror to mariners from the first

settlement of the country. Its shores are bold and rocky, and it contains extensive quarries of granite, from which an abundant supply of material for a sea-wall can be obtained at a comparatively small expense. The bay incloses a V-shaped area of about 1,600 acres, protected on the south and west by its bold shores, and needing only a sea-wall on its sea-side to make it one of the most commodious and remarkable harbors in the world, with ample space and depth of water to accommodate all the vessels of every description that might have occasion to use it.

In 1882 Sandy Bay was surveyed by General Thom, United States Engineer, by order of the War Department, and he reported that a harbor of refuge was much desired at or near this place, and that in his opinion the bay was worthy of improvement, and that the work was a public necessity. In 1883 a more thorough and elaborate survey was made of this place by Major Raymond, with a plan of a breakwater and an estimate of the cost at $4,000,000, which was reported to the first session of the Forty-eighth Congress, and in the river and harbor bill of July 5, 1884, an appropriation of $100,000 was made for the construction of a national harbor of refuge of the first class, provided that a board of engineers should determine that this point was the best location on the coast between Boston and Portland for such a harbor.

A board of engineers was appointed, who examined the coast and reported that the place selected was the best place for such a harbor, and who approved of the line adopted by Major Raymond for the location of the breakwater. In this report the engineers do not suggest that it is possible to construct a national harbor of refuge of the first class at any other point on this coast, but they consider, at some length, the expediency of constructing any harbor of refuge of the first class, a matter not submitted to their decision, and conclude, in opposition to the opinion of General Thom, that a harbor at this place is not expedient, and that the construction of a second-class harbor in the neighborhood of Sandy Bay, with the improvement of Gloucester Harbor, would save considerable expense, and sufficiently provide for the demands of commerce in this locality. Upon the receipt of this unanimous report in favor of the location, the Secretary of War was of the opinion, and in this opinion the Chief of Engineers concurred, that it was h s duty to proceed with the work, and accordingly contracts were made for 1,280 feet of the substructure of the breakwater, extending northerly from Avery's Ledge, and the work is now in progress, over 40,000 tons of rock having been deposited under the contracts.

The Secretary of War, in his report to the Senate of the 15th May, 1866, after reciting the facts in this case, says, that in "view of the action of Congress in 1884, and of the evidence, and also in view of the great dangers to navigation at this point upon our coast, to which all persons engaged in shipping and commerce have long borne testimony, I am of opinion that it is wise and expedient, by reasonable annual appropriations, to continue and complete this work."

There is now but one harbor of refuge of the first class on the Atlantic coast, and that is at the mouth of the Delaware Bay. It has cost about $3,000,000, and, though by no means an unexceptional harbor, being deficient in water and of insufficient space to afford anchorage room for all the vessels that have occasion to go there, it is worth all that it cost, and has rendered valuable service to commerce and humanity.

The New England coast is especially dangerous. It is a lee-shore, where the mariner is constantly exposed to the storms and gales of the North Atlantic, and where wrecks and disasters are much more frequent than on any other part of our Atlantic and Gulf coast. The coast of Maine and Massachusetts is in extent but little more than one-tenth of our entire Atlantic and Gulf coast, measuring from the British Provinces to Mexico, a distance of nearly 4,000 miles, and yet of the total number of disasters to vessels on the entire coast during a term of fourteen years, ending in June, 1884, more than one-third took place on the coasts of Maine and Massachusetts, viz, 1,326 out of 3,546 cases.

It is estimated that there are from sixty to seventy thousand vessels passing yearly within 20 miles of Cape Ann, and some of them of the largest capacity. There are six light-houses within a short distance of the end of the cape, and two of them of the first magnitude. Every year wrecks and disasters take place on this part of the coast, and it is believed that many a vessel and many a life will be saved if this harbor be built, which otherwise would be lost. There is not a single good harbor between Boston and Portland, a distance of over 100 miles, safe and easy of access in all weather, especially when the wind is northeast, which is the storm-wind in this part of the country. A harbor at Sandy Bay will have all the merits of a first-class harbor, accessible easily in all stages of the tide and with any wind, free from ice or silt, good anchorage grounds, ample space for the entire ocean commerce of the country, and so situated in relation to the adjoining coast that any vessel, in stress of weather, can attempt to make it without danger of getting embayed. It will stand on a salient point of the coast, flanking Boston Bay on the one side and Ipswich Bay on the other, and in case of foreign complications, as a point of defense is capable of being made a very strong and commanding position.

The cost of this work is estimated by Major Raymond, who has given the subject careful study, at $4,000,000. The Board of Engineers estimated it at $5,000,000. But Major Raymond was very confident, after revising his estimates, that it could be built within his limits. Work of this kind is very much better understood now than it was twenty-five years ago, and the works recently constructed abroad, at Aberdeen, at Trieste, at Madras, and at Colombo, in the East Indies, and at other places in Europe, have been built for much less than similar works cost in the early history of hydraulic engineering.

The committee do not agree with the Board of Engineers in the opinion that the wants of our national commerce would be adequately served by the construction of a second-class harbor at a point on the cape near Sandy Bay. Boston is the second commercial port in the Union where vessels of the deepest draught and largest size are constantly coming and going. The shipping owned and employed in New England constitutes a large part of the entire shipping of the country, largely in excess of all the shipping of the lakes or of the Western rivers. The sum total of all the vessels which constitute our national marine is 23,963. Of this number, 4,545 belong to Maine and Massachusetts. The lakes, collectively, have only 3,379. We are spending large sums of money every year in increasing the depth of water in our principal harbors, in converting second-class harbors, with 15 feet of water, into first-class, with 20 feet and over. Every important port demands 25 to 28 feet, and New York, with 27 feet of water, is now properly asking the National Government to expend some six to eight millions in order to gain three additional feet where they now have 27 feet. In the presence of these facts, if it be desirable to build a harbor of refuge, it should be large enough and deep enough to accommodate every vessel that may have occasion to use it. Ocean-going vessels of the first class now draw from 25 to 28 feet of water.

Our Government has appropriated liberally for light-houses and life-saving stations, though the work is not yet completed, but has neglected to provide harbors of refuge of a character proportioned to our national resources and the demands of our great and increasing commerce.

Holland, France, Belgium, Germany, Spain, and Italy have, of late years, expended large sums of money to enlarge and improve their harbors, and England has done the same. The rivers and harbors of Great Britain are, for the most part, under control of local boards, but the Imperial Government builds her war ports, her great commercial ports, and her great harbors of refuge, where vessels of the largest size can find shelter from the storms and perils of the sea. A special committee of Parliament, which has recently explored this subject very thoroughly, has unanimously recommended the construction of a national harbor of refuge of the first class on the northeast coast of England, another on the west coast, between Land's End and the Welch coast, and a third on the west coast of Ireland.

This enterprise is commended by the board of trade and principal ship-owners and merchants of New England, who strongly urge its importance and necessity, and we think that the true interests of commerce and humanity require its continuation and completion.

The total amount appropriated for this work to date is $200,000.

No project for this improvement has yet been adopted. The estimated cost, determined on the basis of a preliminary project, is $4,000,000. The Board of Engineers constituted July 28, 1884, under the provisions of the act of July 5, 1884, places the estimate at not less than $5,000,000, in view of the probable insufficiency and irregularity of the appropriations, and adds to this a further expenditure of not less than $2,500,000, for buoyage, lighting, and defense.

In the river and harbor act of July 5, 1884, the sum of $100,000 was appropriated for this work with the proviso—

"That a Board of three engineers, to be appointed by the Secretary of War, shall decide that this point is the best location on the coast between Boston and Portland for such a harbor that shall serve all the uses for which it may be needed."

No expenditures were made prior to June 30, 1884.

In continuation of the rubble mound substructure of the breakwater during the fiscal year ending June 30, 1888, $500,000 could be advantageously expended.

Amount that can be profitably expended in fiscal year ending June 30, 1888, $500,000.

Improving harbor at Block Island, Rhode Island: Continuing improvement, ten thousand dollars; of which sum six thousand dollars are for inner harbor and four thousand dollars for breakwater.

This island is a part of the State of Rhode Island. It is 14 miles east of Montauk Point, the eastern end of Long Island, and its nearest point is about 10 miles from the mainland. Besides the wants of the mackerel fishing fleet and the general coast

navigation, the island is an important point on our shores for ocean navigation. It has a signal station, connected by submarine telegraph with the mainland. Vessels are passing the island at all times and on all sides of it, and its position renders it of national importance. The object of the improvement is to furnish a harbor of refuge for vessels engaged in foreign and coastwise commerce. The mean rise and fall of the tide is about 3 feet.

Amount of merchandise received and exported from Block Island during the year ending December 31, 1885.

Articles.	Quantity.
Coal received ..... tons..	5,000
Iron received ..... do....	200
Grain received ..... bushels..	11,000
Lumber received ..... feet..	3,500,000
General merchandise, not included in the above, shipped and received ..... tons..	15,000

Arrival and departure of vessels.

Steamers from 50 to 1,000 tons	1,850
Sailing vessels, from 10 to 200 tons, from 2 to 10 feet draught	112,000

The original project and its subsequent modifications provided for a harbor of refuge on the eastern side of the island, consisting of an inner harbor or basin for small vessels and an exterior harbor for large ones. The basin was to be about 250 by 300 feet in area and inclosed, with the exception of an opening of 80 feet in width. The exterior harbor was to be formed by a riprap breakwater, which has been built. About 300 feet from the sea end of this breakwater, which is 1,900 feet long, a gap 200 feet long was left for the convenience of vessels. The present project contemplates the filling of this gap, which was found to let in too much sea in stormy weather.

The work required to be done to complete the existing project is the completion of the filling of the gap to its full height of 6 feet above mean high water and its full width at top of 25 feet and the enlargement of the inner harbor of refuge.

It is proposed to devote the small remainder on hand July 1, 1886, and the appropriation made by the act of August 5, 1886, to carrying on the filling of the gap in the main breakwater as far as the funds provided for it will admit and to the commencement of the enlargement of the inner harbor.

The total expenditure up to June 30, 1885, including liabilities outstanding at that date, was $318,925.09.

The amount expended during the last fiscal year was $5,438.79. The filling in the gap in the main breakwater was carried to the height of about 1½ feet above mean high water, and at the close of the work under the last contract about one-half of the total amount of stone required for the completion of this work had been delivered and placed in the gap. The good effects of this filling, although incomplete, have already been noticed, and vessels, both in the outer and inner harbor, lie more quietly at their moorings in easterly storms than before.

Total amount appropriated for this work to date	$345,000 00
Amount (estimated) required for completion of existing project	50,189 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,189 00

Improving harbor at Newport, Rhode Island: Continuing improvement, seven thousand five hundred dollars.

This harbor is at the mouth of the main entrance to Narragansett Bay. These waters during summer and winter constitute a harbor of refuge for our European and coastwise commerce quite equal in every respect to that of New York Harbor, and are even more accessible. The objects of the improvement are to widen and deepen the southern (the main) entrance to the harbor, and to enlarge its capacity for vessels seeking refuge in storms, by increasing the area and depth of the anchorage within it. The mean rise and fall of the tide is about 3¼ feet.

Newport is in the collection district of Newport, and is a port of entry. The amount of revenue collected in the last fiscal year was $1,622.81. The nearest light-houses are Lime Rock and Newport (Goat Island) lights. The nearest fortification is Fort *Adams*, Newport, R. I.

During the year ending June 30, 1886, about 5,000 vessels of all classes have arrived at this port, either for a harbor or to discharge cargoes; this includes steam and sail vessels engaged in the coasting trade, fisheries, and yachting.

During the year ending June 30, 1886, 11 vessels have arrived at this port from foreign ports and discharged their cargoes; 13 vessels have cleared from this port for foreign ports. The cargoes from foreign ports consisted of—

Articles.	Quantity.	Value.
Spruce boards ..... feet..	1,216,993	$12,827 31
Spruce laths ..... pieces..	115,700	1,707 72
Hemlock boards ..... feet..	20,349	142 44
Pine boards ..... do...	62,896	814 17
Shingles	461,000	876 25

During the same year there has been landed at this port, say:

Articles	Quantity.	Articles.	Quantity.
Coal ..... tons..	48,000	Brick	4,500,000
Shingles	4,500,000	Lumber ..... feet..	11,500,000
Laths	9,000,000	Hay ..... tons..	1,000
Lime ..... barrels..	12,500	Grain ..... bushels..	350,000
Cement ..... do....	8,500		

The original project and its modifications under which the work is now being carried on are substantially as follows:

Deepening the southern entrance to 15 feet at mean low water, and widening it by dredging Goat Island Spit northward to a line drawn from the dolphin which marks the spit to clear the permanent dock at Fort Adams by 100 feet; the excavation of a channel 750 feet wide and 15 feet deep at mean low water around and to the eastward of this dolphin; excavating to 13 feet at mean low water the area included between the 13-foot curve on the west, a line drawn from the southwest corner of Perry Mill Wharf to Lime Rock on the south, the harbor-line on the east, and a line drawn parallel to and 50 feet from the city wharf on the north; excavating to 10 feet at mean low water the area northwest of a line drawn from Lime Rock through the spindle which is in the southeast part of the harbor; the excavation of a channel 10 feet deep at mean low water along and outside the harbor-line south to a point opposite the gas company's wharf, and the construction of jetties on the western shore of Goat Island to arrest the drift of littoral sand and gravel into the southern entrance.

The work required to be done to complete the existing project is the small remainder of the cutting away of the spit south of Goat Island to 15 feet depth, the remainder of the excavation within the harbor of the anchorage area of 13 feet depth, and the excavation, also within the harbor, of the anchorage area of 10 feet depth; also the building of additional jetties outside of Goat Island whenever they may be required to arrest the drift of littoral sand and gravel into the harbor entrance.

It is proposed to devote the small remainder on hand July 1, 1886, and the appropriation made by the act of August 5, 1886, to the completion of the deepening to 15 feet below mean low water of the spit south of Goat Island to the northern limit before stated; to the extension of the anchorage area within the harbor of 13 feet depth, and if the funds will allow, to the commencement of the extension, also within the harbor, of the anchorage area of 10 feet depth. It is also proposed to do a small amount of dredging at the end of the wharf at Fort Adams, at which supplies for the fort are landed.

The amount expended up to the close of the fiscal year ending June 30, 1886, including liabilities outstanding at that date, was	$92,820 04
Amount (estimated) required for completion of existing project	52,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	30,000 00

Improving harbor at Bridgeport, Connecticut: Continuing improvement, six thousand five hundred dollars.

Bridgeport, the port of entry for the collection district of Fairfield, is situated about 2 miles from Long Island Sound, at the head of Bridgeport Harbor. There is a lighthouse at the entrance to the harbor, and Fort Hale, New Haven Harbor, the nearest work of defense, is 18 miles east.

The city of Bridgeport, the county seat of Fairfield County, Connecticut, is located on Long Island Sound, at the mouth of the Pequannock River, in the southwestern part of the State, 60 miles east of New York City. It is on the line of the New York, New Haven and Hartford Railroad, is the southern terminus of the Housatonic and Naugatuck Railroads, and has a daily line of steamers to and from New York City. At the docks large quantities of coal and raw materials are transferred from watercraft to the railroads, supplying the extensive manufacturing industries of the Naugatuck and Housatonic Valleys. Bridgeport is largely engaged in the manufacture of fire-arms and ammunition, sewing-machines, carriages, cutlery, &c. The population is 27,643, according to the census of 1880.

The mean rise and fall of tide is 6.55 feet.

The commercial statistics for this harbor for the fiscal year ending June 30, 1886, are as follows:

Foreign commerce:	
Vessels arrived	10
Tonnage	1,365
Vessels cleared	8
Tonnage	1,103
Value of imports	$10,019 56
Customs collected	$2,075 55
Domestic commerce:	
Estimated value of cargoes received	$38,457,500 00
Estimated value of cargoes shipped	$38,707,500 00
Estimated number of vesssels entering harbor for refuge	1,200

For the following statement of domestic commerce, I am indebted to the harbor master of Bridgeport:

Number of arrivals of vessels:		
Steamers		4,703
Schooners		1,800
Sloops		3,600
Coal barges and canal boats		5,223
Principal freights received:		
Lumber	feet	23,785,000
Coal	tons	214,063
Iron	tons	18 ,541
Other merchandise, principally building and manufacturing materials, about	tons	25,000

Vessels carrying 209,000 tons of coal took refuge in this harbor during the year. Two lines of steamers run daily between Bridgeport and New York, and one line between Bridgeport and Port Jefferson.

PROJECTS FOR IMPROVEMENT.

In 1871 a project was submitted for a channel 200 feet wide and 14 feet deep at mean low water and for a breakwater from Long Beach to arrest the littoral movement of sand. As finally adopted, the depth of the channel was made 12 feet, and a riprap jetty was substituted for the breakwater. This had been completed in 1882, the channel being dredged 300 feet wide or more, when a project was adopted to make a width of 600 feet between the inner beacon and the Naugatuck Railroad Wharf, to be used as a harbor of refuge.

PRESENT CONDITION OF IMPROVEMENT.

The 12-foot channel over the outer bar is but 75 feet wide, the 11-foot channel is over 200 feet wide. Thence to the inner bar and across that to the inner beacon the width is 300 feet or more. Above the inner beacon the channel width is 300 to 450 feet, but in many places are shoals, some with as little as 9½ feet depth. Above the Naugatuck Railroad Wharf this shoaling seems to be all across the channel; below that wharf it is principally on the west side.

PROPOSED OPERATIONS.

With future appropriations it is proposed to continue the project of widening the channel between the inner beacon and the Naugatuk Railroad Wharf, in order to provide a refuge for vessels driven in by stress of weather without blocking up the main

channel. If the shoals in the upper harbor have increased since the examination of last September, it will be necessary to redredge such places.

The total amount appropriated for this work to date	$230,000 00
Amount (estimated) required for completion of existing project	25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars.

The harbor of Black Rock, Conn., lies just west of Bridgeport Harbor, and is formed by an indentation of the coast and by the lower part of Cedar Creek, a small stream which formerly separated the village of Black Rock from the city of Bridgeport. The village has now become a part of the city of Bridgeport, which, therefore, has two harbors, the main one known as Bridgeport Harbor; and Black Rock Harbor, which reaches the western border of the city, and is of great value to the manufactories which have been erected upon it and in its immediate neighborhood. This harbor is 1,200 feet wide and about 2,800 feet long, and is formed by the projecting mainland on the west and by Fairweather Island on the east side. The depth in the harbor varies from 6 to 12 feet at low water.

Black Rock is in the collection district of Fairfield, Bridgeport being the port of entry. There is a light-house at the entrance to the harbor, and Fort Hale, New Haven Harbor, is the nearest work of defense, 20 miles east.

The commercial statistics for this harbor for the fiscal year ending June 30, 1886, were as follows:

There are ten manufacturing concerns located here, most of them quite large; three of them report receipts amounting to 21,900 tons; the others would probably increase this amount to 40,000 tons. Rather more than half of this amount is unloaded at Bridgeport and hauled to the works; it will all be received at Cedar Creek when the proposed improvements are completed.

PROJECTS FOR IMPROVEMENTS.

Between 1836 and 1838, $21,550 were spent in constructing a sea-wall across a breach in the southern part of Fairweather Island. In 1882 a survey of the harbor was ordered by Congress, which was made, and a project for improvement was submitted December 12, 1883. This project provided, first, for protecting the upper part of the harbor from the sea by building a breakwater over the bar north of Fairweather Island, to be about a half-mile long and 6 feet wide at the top, which was to be 3½ feet above mean high water, or 10 feet above low water; second, for making a channel 80 feet wide and 6 feet deep at mean low water, about 3,300 feet long, extending up Cedar Creek. The total estimated cost was $80,000.

PRESENT CONDITION OF IMPROVEMENT.

The breakwater to connect Fairweather Island with the mainland is built to its full length with diminished cross-section. The channel, dredged 35 feet wide and 6 feet deep in the spring of 1885, has filled somewhat, as was expected; it is now navigable at low water to vessels of 4½ feet draught. The sea-wall, built in 1836–'38 across a breach near the south end of Fairweather Island, is still effective in keeping the sea from washing over into the harbor; it needs some repair.

PROPOSED OPERATIONS.

With future appropriations it is proposed to complete the project for making a channel 80 feet wide and 6 feet feet deep at mean low water to extend up Cedar Creek as far as the Forge Company's dock. This work could be advantageously completed in one year, and an appropriation of $20,000 is estimated for that purpose.

The total amount appropriated for this work to date	$25,000 00
Amount (estimated) required for completion of existing project	55,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving breakwater at New Haven, Connecticut: Continuing improvement, one hundred thousand dollars.

The importance of a harbor of refuge at the entrance to New Haven Harbor had been urged by memorials to Congress, and set forth in annual reports of the Chief of Engineers, when, March 3, 1879, the first appropriation was made for the construction of a breakwater.

The project provides for the construction of two detached breakwaters at the entrance to New Haven Harbor, to form a harbor of refuge for vessels of 20-feet draught. The easterly breakwater is to extend from the light-house on Southwest Ledge to Quixes Reef, 3,300 feet. The westerly one is to commence in the vicinity of Luddington Rock and to extend about 4,200 feet in a northwesterly direction.

The east breakwater is now 2,147 feet long, being nearly two-thirds of its projected length. It contains 189,898 tons of granite, and has cost, including contingencies, about $100 per linear foot.

Appropriations for the New Haven Breakwater have been made as follows, viz:

Application.	Extent.	Amount.	Date.
	Feet.		
Building breakwater	348	$30,000	March 3, 1879.
Do	342	30,000	June 14, 1880.
Do	535	60,000	March 3, 1881.
Do	592	60,000	August 2, 1882.
Do	330	40,000	July 5, 1884.
Total	2,147	220,000	

Total amount appropriated for this work to date	$295,000 00
Amount (estimated) required for completion of existing project	1,016,134 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars.

New Haven, the port of entry for the collection district of New Haven, is situated at the head of New Haven Harbor, about 4 miles north of the breakwater. There is a light-house on Southwest Ledge, the west terminus of the east breakwater, and Fort Hale, 2 miles north from the breakwater, commands New Haven Harbor. Its population, according to the census of 1880, is nearly 63,000 inhabitants.

The commercial statistics for the fiscal year ending June 30, 1886, were as follows:

FOREIGN COMMERCE.

	Number.	Value of cargoes.
Vessels entered	50	$560,794 45
Vessels cleared	19	82,125 06

Duties and miscellaneous receipts, $261,974.49.

The total amount of merchandise in weight received by water, not including coal, iron, and lumber, is 389,912 tons; and the chief articles of commerce consist of sugar, molasses, rum, coal, iron, lumber, potatoes, and various other products in large quantities.

DOMESTIC COMMERCE.

Steamers entered and cleared	2,720
Sailing vessels and barges entered and cleared	7,240

RECEIPTS OF MERCHANDISE.

Coal, 711,283 tons	value	$3,200,773
Iron, 82,000 tons	do	1,476,000
Lumber	do	2,500,000
Miscellaneous	do	68,056,339
Shipment of merchandise	do	57,215,830
Total		132,498.942

RECAPITULATION.

Value of merchandise imported	$560,794
Value of merchandise exported	82,125
Value of merchandise received coastwise	68,056,339
Value of merchandise shipped coastwise	57,215,830
Coal, iron, and lumber	8,176,773
Total	133,091,861

The project provides for the construction of two detached breakwaters at the entrance to New Haven Harbor, to form a harbor of refuge for vessels of 20 feet draught. The easterly breakwater is to extend from the light-house on Southwest Ledge to Quixes Reef, 3,300 feet. The westerly one is to commence in the vicinity of Luddington Rock and to extend about 4,200 feet in a northwesterly direction. Its location and length have not yet been exactly determined. Both breakwaters were to be of riprap granite, reaching 6 feet above mean high water, 12 feet wide on top, with side slopes of 1 on 3 on the outside and 2 on 3 on the inside. The average height of the east breakwater above bottom is 32 feet; that of the west breakwater will be 28 feet.

The east breakwater is now 2,147 feet long, being nearly two-thirds of its projected length. It contains 189,898 tons of granite, and has cost, including contingencies, about $100 per linear foot.

In their report of November 24, 1879, submitting the project, the Board of Engineers expressed "the opinion that after the completion of a certain portion of the easterly breakwater the westerly one should be promptly commenced." It would seem advisable to commence the westerly breakwater now, and to continue work on the easterly one at the same time.

The total amount appropriated to date is	$261,000 00
Amount (estimated) required for completion of existing project	80,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	80,000 00

Improving harbor at New London, Connecticut: Continuing improvement, one thousand dollars.

This harbor is situated at the mouth of the Thames River, near the eastern end of Long Island Sound. It has a good anchorage, from 30 to 50 feet deep and a quarter of a mile wide, extending up the river several miles from its mouth. It is one of the best harbors on the Atlantic coast. No improvements of importance have been needed in this harbor, and none were undertaken until 1880.

New London, the port of entry for the collection district of New London, is situated about 2½ miles from Long Island Sound. The harbor is formed by the mouth of the Thames River. New London light-house is located at the entrance to the harbor, on the west shore. Forts Trumbull and Griswold command the harbor from either side. Population, according to the census of 1880, is nearly 60,000.

The commercial statistics of this harbor for the fiscal year ending June 30, 1886, were as follows:

	No. of vessels.	Total tonnage.	Value of cargoes.
Foreign entries	18	3,651	$101,773
Foreign clearances	1	128	.....
Coastwise entries	51	8,729	.....
Coastwise clearances	117	24,808	.....

Customs collected, $10,648.28.

Chief articles of foreign commerce, logwood, bay rum, rum, molasses, and fertilizers.

In addition to the above there is much domestic commerce, of which no record is kept. A line of large freight and passenger steamers make trips to and from New York daily. A steamer runs daily to Greenport, Long Island, N. Y., and return, and in summer a steamer makes three trips weekly between Hartford, New London, and Sag Harbor. During the summer the harbor is much frequented by pleasure boats of all sizes.

PROJECTS FOR IMPROVEMENT.

In 1878, shortly after the completion of the New London Northern Railroad Wharf, it was recommended that the United States undertake the removal, to a depth of 16 feet at mean low water, of a shoal of sand and bowlders lying east of this wharf, at an estimated cost of $6,800; when this project was adopted, under the appropriation of June 14, 1880, it was decided to limit the area of dredging to the southern part of the shoal; subsequently, in 1882, this was modified so that the dredged area should be that part of the shoal southwest of a line running south-southeast from a point 600 feet above the south end of the wharf. The depth in this part of the shoal varied from 6 to 15 feet.

PRESENT CONDITION OF IMPROVEMENT.

The required depth of 16 feet at mean low water has been made over nearly the whole area to be dredged, the part still requiring dredging being a wedge-shaped area about 50 feet wide and 200 feet long, lying southeast of the work already done. No work has been done within 75 feet of the wharf, improvement inside that limit being considered as of a private nature. The examination of May, 1886, showed that the dredged area has retained its depth.

PROPOSED OPERATIONS.

If the balance of the estimate be appropriated, it will be applied to the completion of the projected work on the shoal east of the railroad wharf, for which it will undoubtedly be sufficient. The work already done has made the east side of the wharf quite easy of access, and has been of great value to vessels loading and unloading there.

The total amount appropriated to date is	$19,800 00
Amount (estimated) required for completion of existing project	4,200 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	4,200 00

Improving harbor at Norwalk, Connecticut: Continuing improvement, one thousand five hundred dollars.

The Norwalk River is a tidal estuary, with a narrow central channel, about 3 miles long, extending from Long Island Sound to the town of Norwalk.

Norwalk is in the collection district of Fairfield, about 11 miles west of Bridgeport. Norwalk light-house is on Sheffield's Island, at the entrance to the harbor. The nearest works of defense are the fortifications at Throg's Neck, 29 miles distant to the westward.

Norwalk has a population of nearly 14,000 inhabitants, according to the census of 1880. The following are the commercial statistics of this harbor for the fiscal year 1886:

Vessels arriving and departing:		
Steamers		1,660
Sailing vessels		590
Barges		550
Freights received:		
Coal	tons	108,240
Iron	do	5,280
Lumber	feet	37,871,947
General merchandise	tons	64,278
Freights shipped:		
Lumber	feet	648,000
Ice	tons	15,000
General merchandise	do	58,530

South Norwalk is situated on the west bank, about a mile above the mouth, at the crossing of the New York, New Haven and Hartford Railroad. The river is about midway between Bridgeport and the New York State line. In 1867 a company was incorporated under the laws of the State of Connecticut for the improvement of the river, but little work was done by it. In 1871 the first project of its improvement by the United States Government was adopted, at which time there was an available channel depth of 4 to 5 feet at mean low water over the bar; but up to Norwalk the *river bed ran* bare in places at low water

The proposed improvement provided for dredging a channel from outside the bar to the wharves at Norwalk, 100 feet wide and 6 feet deep at low water, the estimated cost of which was $34,000. Up to March 3, 1881, $63,000 had been appropriated for the improvement, with which a channel had been excavated, 6 feet deep and 100 feet wide, from the bar to South Norwalk, and thence up to the town of Norwalk 6 feet deep and 60 feet wide. Owing to the continual caving of the banks, the cost of this improvement up to 1881 had far exceeded the original estimate, although the full width of 100 feet had not been obtained. Since 1881 the channel above South Norwalk has been widened to 80 feet, and in places to 100 feet; and, under a modification of the original project, made in 1881, the channel from the mouth to South Norwalk has been deepened to 8 feet at low water, with a width of nearly 100 feet.

PRESENT CONDITION OF IMPROVEMENT.

The channel below South Norwalk, which has been dredged 8 feet deep and 100 feet wide, is somewhat short of the full dimensions, owing to mud filling in the old cut on the east side of the channel; it has, however, the required depth on the west part of the channel. Above South Norwalk the channel has been made 60 to 100 feet wide and 6 feet deep, and is believed to be in navigable condition.

PROPOSED OPERATIONS.

The estimated amount required to complete the existing project could be advantageously expended in a single year in widening and straightening the channel.

Smaller appropriations will be required from time to maintain the channel after completion.

Total amount appropriated for this work to date	$77,246 66
Amount (estimated) required for completion of existing project	7,000 00
Amount that can be profitably expended in fiscal year ending June, 30, 1888	7,000 00

Improving harbor at Stonington, Connecticut: Continuing improvement, eight thousand dollars.

Stonington Harbor lies on the north side of the eastern entrance from the ocean into Long Island Sound, and the main object of the improvement is to furnish a harbor of refuge for vessels entering and leaving this entrance to the sound. The mean rise and fall of the tide is about 2¼ feet.

Stonington Harbor is in the Stonington collection district, and is a port of entry. The amount of revenue collected in the last fiscal year was $1,735.69. The principal value of the harbor is as a harbor of refuge. The nearest lights are Stonington Light and Latimer's Reef Light. The nearest fortification is Fort Trumbull, New London Harbor, Connecticut.

The following are the commercial statistics of this harbor for the fiscal year 1886:

Number of vessels entering from foreign ports	6
Number of vessels cleared for foreign ports	6
Value of merchandise imported	$4,877 30
Value of merchandise exported	$100 00
Amount duties collected	$968 81
Miscellaneous	$766 88
Entrance and clearance steamers	650
Estimated value cargoes coastwise received	$34,900,000 00
Estimated value cargoes coastwise shipped	$33,100,000 00
Value product fisheries	$135,000 08
Number of vessels seeking harbor for refuge	2,100
Number of vessels registered in district	105
Tonnage ... tons	6,448.15
Estimated tonnage of freight received and forwarded from wharf of Stonington Steamboat Company for year ending June 30, 1886. tons	600,000

Originally this harbor was an open bay, unprotected from southerly storms, and obstructed by a shoal, having at low water a depth of but 6 feet at the shoalest part. This shoal nearly filled the inner harbor, and left but a narrow channel on either side, of a depth insufficient to permit vessels of 12 feet draught to reach the upper wharves at low water. The mean rise and fall of the tide is about 2¼ feet.

A short breakwater was constructed in 1828–'31, at a cost of $34,776.65, for the protection of the commerce of the town of Stonington. The original project of 1871 for the further improvement of this harbor, and its subsequent modification, under

which the work is now carried on, embraced dredging in the upper harbor to secure an increased depth for the accommodation of the local shipping interests, and the construction of two breakwaters in the outer harbor, designed to inclose a large anchorage or harbor of refuge in southerly storms for general commerce, and also to protect the shipping in the upper harbor.

The position of the western end of the eastern breakwater has not been determined, but it will probably be found necessary, in order to afford all of the protection desired, to extend the breakwater at least until it intersects a range from Stonington Light to the middle of Wicopessit Island. It may then be found desirable to carry it still farther, possibly to the range from Stonington Light to the eastern end of Fisher's Island. In the former case the additional length required will be about 720 feet and in the latter 1,420 feet. The cost to complete cannot be stated with accuracy, on account of the uncertainty in regard to the prices at which future contracts may be let, but a fair estimate would probably be $53,000 for the shorter line and $101,000 for the longer one.

WORK REQUIRED TO BE DONE TO COMPLETE THE EXISTING PROJECT.

The work required to be done is to finish the construction of the eastern breakwater. In case it be found that sufficient protection to the harbor of refuge has been afforded when the range from Stonington Light to the middle of Wicopessit Island is reached, which will probably be the case, the length of breakwater yet to be built is about 720 feet.

The completion of this work will afford a thoroughly protected anchorage for vessels drawing 18 feet of water, and a harbor of refuge for the immense commerce which daily passes between Long Island Sound and the eastward.

It is proposed to devote the small remainder on hand July 1, 1886, and the appropriation made by the act of August 5, 1886, to the extension of the east breakwater as far as the funds will allow.

Total amount appropriated for this work to date	$110,000 00
Amount (estimated) required for completion of existing project	33,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	33,000 00

Improving harbor at Milford, Connecticut: Continuing improvement, five thousand dollars.

Milford Harbor, Connecticut, is in the collection district of New Haven; it is about 9 miles west from Fort Hale, New Haven Harbor. The nearest light-house is on Stratford Point, 4 miles to the westward.

Vessels entered and cleared.	Number.	Total tonnage.
Steamers	450	13,500
Sailing vessels	221	11,840

Value of cargoes received	$100,450
Value of cargoes shipped	100,000

The chief articles of commerce are oysters, fertilizers, fish-oil, and coal.

This harbor is on the north shore of Long Island Sound, about 9 miles southwest of New Haven, Conn. It consists of a broad, open bay, from the head of which a small tidal stream extends three-quarters of a mile inland, to the Milford wharves.

The original depth on the bar at the mouth of the river was 2 feet at mean low water, and in some places between there and the upper wharves the channel ran nearly bare.

PROJECTS FOR IMPROVEMENT.

The first project, adopted in 1872, provided for—

1. A riprap breakwater from Welch's Point, on the east side of the mouth of the harbor $67,000
2. Protecting the bluffs on the east shore from erosion, by means of small stone jetties 5,500

3. Dredging 4 feet deep and 100 feet wide across the bar at the mouth of the river	6,250
4. A jetty on the east side of the channel to prevent the dredged area filling, and to confine the action of the tide	5,000
Superintendence	1,250
Total	85,000

This project, except the breakwater, was completed in 1881, and in 1882 a channel 40 to 60 feet wide and 4 feet deep had been extended up the stream to the village wharves. In 1881 Major Barlow made an estimate for dredging a channel 8 feet deep and 100 feet wide through the bar at the mouth of the river, at a cost of $11,000; $5,000 has been expended towards this channel. In 1882 a survey for a breakwater and harbor of refuge was made, and plans and estimates of cost submitted. (See Annual Report of Chief of Engineers for 1882, Part I, page 632.)

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

The funds available were not sufficient to continue the improvement. An examination of the mouth of the river and of the bar just below was made in September, 1885.

PRESENT CONDITION OF IMPROVEMENT.

The channel of 4 feet depth at mean low water was made 60 feet wide for two-thirds of the way from the mouth of the river to the upper wharves, and 40 feet wide the rest of the way; it is in good condition, with no material changes.

The channel across the bar, made 8 feet deep and 65 feet wide, has filled slightly, 7 feet being about its available depth now. The jetties need some repairs.

PROPOSED OPERATIONS.

Whenever funds become available, it will be desirable to complete the 8-foot channel through the bar to the projected width of 100 feet; $6,000, the remainder of the estimated cost, could be profitably expended on this work in the fiscal year ending June 30, 1888.

Appropriations for Milford Harbor have been made as follows, viz:

Date.	Application.	Amount.
June 10, 1872	Survey	$1,500
June 23, 1874	Jetties on east shore	5,000
Mar. 3, 1875	Long jetty and dredging mouth of river	13,000
June 18, 1878	Dredging to Town Wharf	10,000
June 14, 1880	Dredging above Town Wharf and below Merwin's Wharf	5,000
Mar. 3, 1881	Survey for breakwater	100
Aug. 2, 1882	Dredging (8 feet) below Merwin's Wharf	5,000
	Total	39,600

Amount (estimated) required for completion of existing project..... $6,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.. 6,000 00

Improving harbor of Buffalo, New York: Continuing improvement, and repairs on the outer breakwater, two hundred and fifty thousand dollars.

Buffalo Harbor, New York, is situated within the collection district of Buffalo Creek, New York.

It is lighted by a third-order fixed white light at the outer end of the south pier; a fixed red fourth-order light at the north end of the breakwater, with a fog-bell attached to the keeper's dwelling, and a fixed white light of the fourth order, varied with white flashes, on Horse-Shoe Reef, at the entrance to Niagara River.

Fort Porter is within the city limits, on the Niagara River.

The commercial statistics of this port for the year ending December 31, 1885 (latest obtainable), were as follows:

Arrival and departure of vessels during the year ending December 31, 1885.

Kind.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	1,259	1,331,349	1,254	1,318,593
Sailing vessels	1,153	478,487	1,176	507,066
Total	2,412	1,809,836	2,430	1,825,659

Amount of revenue collected during the year ending December 31, 1885	$670,515 65
Value of exports same year	313,431 00
Value of imports same year	3,861,387 00

COMMERCIAL STATISTICS.

Name of harbor, Black Rock, N. Y.; collection district, Buffalo Creek, New York; nearest light-house, Buffalo, N. Y.

Amount of revenue collected from customs during the year ending December 31, 1885	$126,663 71
Value of exports same year (included in Buffalo statement).	
Value of imports same year	1,209,581 00

The first appropriation for the improvement of this harbor was made in 1826. The project, as modified at various times, provided for the construction of a north and of a south pier at the mouth of Buffalo Creek, a masonry sea-wall running south from the south pier, and a breakwater a little less than one-half mile distant from, and in front of, the Buffalo light-house, its long arm running nearly parallel with the general shore-line, in a direction nearly northwest and southeast. The sea-wall was finished long ago, as were also the north and south piers. Since the adoption of the breakwater the sea-wall ceased to form a part of the project for the improvement of this harbor.

Total amount appropriated for this work to date	$1,874,380 41
Amount (estimated) required for completion of existing project	1,230,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving Buttermilk Channel, New York: Continuing improvement, twenty-five thousand dollars.

This work is in the collection district of New York. The nearest port of entry is New York City, and the nearest work of defense, Fort Columbus, New York Harbor.

Amount of revenue collected at the port of New York during the fiscal year ending June 30, 1886, $132,536,402.02.

No commercial statistics for 1886 obtainable.

Governor's Island lies opposite the Battery at New York, in the mouth of the East River, at its junction with the harbor. The channel on the north side of the island is the widest and deepest and may be called the main channel. The channel between Governor's Island and the city of Brooklyn is known as Buttermilk Channel.

This channel is obstructed by three shoals.

1. A mid-channel shoal, lying above and northeasterly of Governor's Island, which originally had a least depth of 9½ feet over it at mean low water.

2. A shoal putting out from Red Hook Point, and extending up the eastern side of the channel to the entrance of the Atlantic Basin, with a least depth of about 5 feet over it at mean low water.

3. A shoal putting out from the southern side of Governor's Island towards the Red *Hook Shoal,* which is partly dry at mean low water.

A crooked channel about 700 feet wide and and 30 feet deep lies between the two latter shoals.

Between the first-mentioned shoal and Governor's Island to the west of it is a narrow channel with 26 feet water in it, and between this shoal and Brooklyn, east of it, there was originally a narrow channel of the same depth, widened now to about 900 feet.

The line of docks and wharves from the Brooklyn Bridge down to the mouth of the Atlantic Basin, on the Brooklyn side, is one of the most important in New York Harbor; and this part of the river, extending from the Brooklyn Bridge to Governor's Island, is regarded by pilots and masters of vessels as the most difficult place in New York waters to carry a vessel through safely, not excepting Hell Gate in its present condition, on account of the enormous traffic passing not only up and down, but across the stream.

Tows, tugs, small steamers, and small craft generally, in passing up and down this part of the East River, hug the New York side, forcing the larger class of Sound steamers, ocean steamers, and sea-going ships in tow of tugs, to keep over towards the shoal at the upper point of Governor's Island: and if, as is often the case, these large vessels are obliged to stop in order to avoid collision with ferry-boats, sloops, and canal-boat tows, they are liable to drift upon this shoal.

The first appropriation for this work was made June 14, 1880, since which time other appropriations have been made, and the work has been carried on up to November 3, 1884, during which time 466,276 cubic yards of material have been removed; but owing to the distance from the place of excavation to the place where the dredged material had to be dumped, which is outside of Sandy Hook, a distance of about 20 miles, the prices bid for the work have been more than 50 per cent. greater than had been anticipated, and the estimated cost of the improvement had to be increased, therefore, to $210,000, of which $190,000 had been appropriated up to June 30, 1886.

The appropriation of $56,250 made by act of Congress approved August 5, 1886, will be applied to the removal of the shoal by dredging, and $50,000 is asked for continuing the improvement next year.

Total amount appropriated for this work to date	$302,500 00
Total amount expended to June 30, 1886	189,775 03
Amount (estimated) required for completion of existing project	113,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving breakwater at Rouse's Point, New York: Continuing improvement, seven thousand five hundred dollars.

Rouse's Point is situated at the northwest corner of Lake Champlain, on the New York side, just south of the boundary line between the United States and Canada, and at the outlet of the Saint John's or Richelieu River, through which the waters of Lake Champlain flow into the Saint Lawrence. Its harbor is a part of the open lake, protected on the east by Windmill Point, about a mile distant from the west shore of the harbor, but wholly exposed on the south to the heavy seas produced by southerly winds blowing over the long open stretches of the lake. These seas, it is stated, are heavy enough to break over the top of the bridge of the Central Vermont Railway, which here crosses the Saint John's River, its top being 12 feet above the water-level.

The absence of any protection against southerly gales renders this harbor, during their prevalence, a source of great annoyance and expense to the vessels which have to make use of it, by reason of accidents, necessity of having to run elsewhere for shelter, breaking up of tows, and the like. Vessels are, moreover, often detained necessarily by the customs officers, and so subjected at times to the action of these gales, which they would otherwise have escaped.

Commercial statistics for year ending December 31, 1885.

Description	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	241	73,828	223	72,959
Vessels in tow (barges)	802	78,673	738	73,479
Total	1,043	152,501	961	146,438

Revenue from customs	$206,569 07
Value of imports	2,333,320 98
Value of exports	1,359,982 00

The nature of the imports and exports was in general unknown, except that 51,898 bushels of grain were imported, and 84,413 tons of coal were exported.

In addition to the local trade of the harbor at Rouse's Point, which is not very great, there are a great many vessels that enter and clear for other points on Lake Champlain. That part of the above commerce which was strictly local was carried in some 200 vessels, as compared with 2,004 which represented the total number of arrivals and departures during the year.

The approved project contemplates the construction of a straight breakwater, of rubble and large stone, extending from Stony Point in the general direction of the southern point of the 6-foot curve south of Windmill Point, until the 18-foot curve is reached, a total distance of about 2,000 feet. The estimated cost of the breakwater is placed at $110,000. The amount appropriated for this work, $55,000, has been drawn upon slightly to meet certain incidental expenses connected with the preparation of the project, office expenses, &c.

Operations have been progressing satisfactorily thus far; the foundation stone were placed as required, before winter caused a suspension of operations, which work was resumed in the spring, and the placing of the large stone as a crowning and facing to the core of rubble-stone was commenced about the 1st of June.

As funds become available for this work it is expected to apply them under the approved project, which contemplates the construction of a straight breakwater of rubble and large stone, extending from Stoney Point in the general direction of the southern point of the 6-foot curve south of Windmill Point, until the 18-foot curve is reached, a total distance of about 2,000 feet.

The amount appropriated for this work to date	$55,000 00
Amount (estimated) required for completion of existing project	76,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	76,000 00

Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars.

Dunkirk Harbor, New York, is in the collection district of Dunkirk. It is lighted by a third-order lake coast fixed white light, varied by white flashes, and a sixth-order fixed white beacon light west side of the channel entrance.

The dumb beacon which was on the east side of the entrance has been carried away.

Fort Porter, 40 miles to the eastward, is the nearest work of defense.

The amount of revenue collected during the eleven months ending May 31, 1886, was $17.68.

Duties and net receipts from imports (viz, on derelict lath sold) during the eleven months ending May 31, 1886, was $136.27. There were no exports.

Twelve vessels, with an aggregate tonnage of 2,548 tons, entered, and eleven vessels, with an aggregate tonnage of 2,548 tons, cleared, during the eleven months ending May 31, 1886.

The deepest draught of vessels entering or clearing was 12 feet, and the largest cargo was 400,000 feet of lumber.

There is but one harbor in this district.

The improvement of this harbor was commenced in 1827, when the first appropriation therefor was made. The original project was much the same as that of the existing improvement, which comprises the formation of an artificial harbor in front of the city by means of a breakwater running nearly parallel with the shore, and a shore-arm or pier to the westward, with an opening between the pier and the breakwater. By 1832 the sum of $28,489.84 had been expended on the original plan, and the breakwater was then 2,564 feet long and the pier 14 feet long.

Various improvements and repairs were made from time to time, and by 1838 there had been completed 2,125 feet of breakwater and 300 feet of detached breakwater. In 1848 the breakwater was demolished.

Between 1848 and 1870 some portions of the work were renewed and others repaired, but in 1870 a Board of Engineers took into consideration the question of the radical improvement of the harbor. The Board recommended a plan which provided a breakwater 2,860 feet long, one part of which, 2,300 feet in length, was to be nearly parallel with the shore, the other part to be nearly parallel to the axis of the channel entrance, 560 feet long, and terminating at the position of the dumb beacon. Of the 2,300-foot section 1,341 feet have been completed; none of the 560-foot section has been built.

Operations were begun with dredge May 20, 1885, continued during the remainder of the fiscal year, and completed August 22, 1885. During this fiscal year 23,317 cubic yards of material were excavated from main channel.

Very extensive rock excavation and dredging is required at this harbor to make it fulfill the requirements of the present commerce of the lakes on a scale commensurate with the plan of the Board of Engineers of 1870.

A 16-foot depth of channel and harbor would be required for the present class of vessels, whereas rock bottom occurs at 12½ feet depth. Further, Dunkirk has not kept pace with many of the harbors on Lake Erie, and it is doubtful, with a harbor improved so as to give 16 feet depth, whether trade would seek the port of Dunkirk, N. Y., to an extent that would justify the great expense necessary for such improvement.

The total amount appropriated for this harbor to date has amounted to $479,079.38, of which sum $459,034.11 have been expended to June 30, 1886.

Amount (estimated) required for completion of existing project	$40,200 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,200 00

Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.

This work is in the collection district of New York, which is the nearest port of entry. Nearest light-house, Fort Tompkins Light. Nearest fort, Fort Hamilton. Amount of revenue collected at the port of New York for the fiscal year ending June 30, 1886, $132,536,402.02.

No commercial statistics for 1886 obtainable.

The object of this improvement is to connect Canarsie Landing with the deep water of Jamaica Bay by a channel having a depth of 6 feet at mean low water, the original depth across the flats being only 4½ feet. The project for the improvement, which contemplated the formation of a tidal basin by a system of dikes, was adopted in 1879, at an estimated cost of $88,000.

The scheme of improvement proposed is briefly to make a navigable channel from the shore at Canarsie Landing to the good navigable channel in Jamaica Bay, a distance of about 3,500 feet.

The depth of this channel was to be 6 feet at mean low water, which was to be obtained by contracting it by means of two pile-dikes, 8 feet wide, filled in with stone, as it was not believed that dredged channels would remain permanently open. The estimated cost of this project was $88,000. The rise and fall of tide here is 4.7 feet, and the low-water depth is 4.5 feet.

A recent examination shows that a material change has taken place in the channel, and that it might be well to modify the last project.

A shoal constituting a serious obstruction has been formed from northeast to southwest across the head of the north dike, which throws the ebb current directly across to the head of a sand island on the south side of the channel. The head and north side of this island have been cut away, and a sand point, extending out towards the north dike, has formed a bar across the channel about two-thirds of the way down the dike. On both of these bars there is 4.5 feet at mean low water; but on account of the short turns, the channels through them are only available for a 4-foot draught. It is reported that both of these bars formed this spring when the ice was running.

The current from that part of Jamaica Bay which lies north and northeast of Canarsie crosses the channel to Canarsie at right angles, and this channel cannot be expected to remain open unless the current is deflected along its axis by means of diking, such as was originally proposed by General Newton. Every year until that is done there will be more or less shoaling, and especially around the head and foot of the north dike.

The $10,000 appropriated by act of August 5, 1886, will therefore be applied to the construction of the southern dike, to be built of two rows of piles, not creosoted, 5 feet apart, the space between them to be filled with stone.

Total amount appropriated for this work to date	$33,000 00
Amount (estimated) required for completion of existing project	55,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving harbor at Charlotte, New York: Continuing improvement and repairs, thirty-five thousand dollars.

This harbor is situated on the southern shore of Lake Ontario, is one of the most important harbors on that lake, and is in the collection district of Genesee.

The commercial statistics for the year ending December 31, 1885, were as follows:

Arrivals and departures of vessels during the year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	239	67,030	233	66,128
Sailing vessels	419	82,757	419	84,262
Total	658	149,787	652	150,388

Amount of revenues collected during year ending December 31, 1885.... $82,500 12
Value of exports same year.... 406,638 00
Value of imports same year.... 585,322 00

Greatest draught of vessels, 10 feet.

The earliest project for the improvement of this harbor was adopted in 1828, the date of the first appropriation, and proposed to connect the deep water in the Genesee River with the deep water in the lake by parallel piers about 360 feet apart. The subsequent modifications were extensions of the original project, so as to adjust it to the demands of commerce.

The present project was adopted in 1881, the object being to extend the piers to the 15-foot curve in the lake, with the formation by dredging of a channel between the piers of a navigable width and 15 feet in depth at low water.

The expenditure on this work has resulted in extending the piers to the 13-foot curve in the lake, securing a channel between the piers of navigable width, and of not less than 12 feet in depth at low water.

The piers were damaged during the winter and spring by the partial destruction of old superstructure, 3,600 feet of which should be rebuilt as soon as possible, at an estimated cost of $50,000, which cost is in addition to that of the existing project.

Along the channel faces of both piers are guide-piles, which were driven when the cribs were sunk, whose tops have long since rotted off. There are one hundred and eighty-two along the west pier, and one hundred and twenty-one along the east pier. Being below water they are dangerous to vessels and should be removed.

Continuation of pier extension and repairs to superstructure and dredging are the operations contemplated when an appropriation shall have been made.

Total amount appropriated for this work to date.... $400,056 40
Total amount expended to June 30, 1886.... 370,200 92
Amount (estimated) required for completion of existing project.... 99,000 00
Amount that can profitably be expended in fiscal year ending June 30, 1888. 99,000 00

Improving harbor at Wilson, New York: Continuing improvement, two thousand five hundred dollars.

Name of harbor, Wilson, N. Y.; collection district, Niagara, N. Y.; nearest lighthouse, Olcott, N. Y.; nearest work of defense, Fort Niagara, N. Y.

Commercial statistics for year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	1	17	1	17
Sailing vessels	11	1,050	14	1,195
Total	12	1,067	15	1,212

Amount of revenue collected during the year ending December 31, 1885.... $271 33
Value of exports same year.... 65 00
Value of imports same year.... 2,125 00

Greatest draught of vessels, 10 feet 6 inches.

The project for the improvement of this harbor was adopted in 1873 and modified in 1877, the object being to afford a channel of navigable width and 12 feet in depth by the extension of the parallel piers, from the mouth of Twelve-Mile Creek to the 12-foot curve in the lake, with the formation of a protected channel between the piers. The mouth of the creek was originally obstructed by a bar, upon which there was a depth of about 1 foot.

Before the commencement of operations by the United States, the pier had been carried about 400 feet into the lake by private enterprise.

The existing channel between the piers has a depth of about 8 feet for a narrow width, while the inner harbor is even less. The shore connection of the east pier has been nearly breached by the breaking away of crib-work which was originally built at private cost.

This breach should be closed and the shore connections made more secure, at an estimated cost of $2,100.

Continuation of pier extensions and dredging are the operations contemplated when an appropriation shall have been made.

Total amount appropriated for this work to date	$60,000 00
Amount (estimated) required for completion of existing project	50,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Olcott, New York: Continuing improvement, two thousand five hundred dollars.

Name of harbor, Olcott, N. Y.; collection district, Niagara, N. Y.; nearest lighthouse, Olcott, N. Y., a fixed white light of the sixth order near the head of the west pier; nearest work of defense, Fort Niagara, N. Y.

Commercial statistics for year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	9	2,604	9	2,604
Sailing vessels	14	285	14	285
Total	23	2,889	23	2,889

Amount of revenue collected during the year ending December 31, 1885	$28 20
Value of the exports same year	2,537 00
Value of the imports same year	200 00

Greatest draught of vessels, 8 feet.

The project for the improvement of this harbor was adopted in 1866, the date of the first appropriation, and proposed to connect the deep water in the lake with the deep water in Eighteen-Mile Creek by the extension of two parallel piers from the mouth of the creek to the 11-foot curve in the lake with the formation of a dredged channel between the piers. The project was modified in 1874 and 1881 to provide for the removal of rock found to exist in the channel between the piers, and for additional pier extension. The natural channel between the mouth of the creek and the lake was obstructed by a bar upon which there was a depth of about 1½ feet.

The last appropriation for this harbor was made March 4, 1881, and was expended in the construction of a shore-arm to the west pier. The piers have been carried to about the 9-foot curve in the lake, and a channel carrying about 7 feet connects the deep water of the lake with the inner harbor. A large part of the superstructure is much decayed and should be rebuilt. All of the $30,000 of the unappropriated balance of the original estimates will be required to complete the project, leaving the cost of the necessary repairs to superstructure to be provided for by additional estimates.

Total amount appropriated for this work to date	$128,000 00
Amount (estimated) required for completion of existing project	30,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving harbor at Flushing Bay, New York: Continuing improvement, seven thousand five hundred dollars.

Flushing Bay is situated on the north shore of Long Island, about 14 miles by water from the Battery at New York. It is about a mile wide and 2 miles long. The town of Flushing, L. I., is situated on the east bank of Flushing Creek, about a quarter of a mile from the head of the bay, and, according to the census of 1880, has a population of nearly 7,000 inhabitants.

Flushing has many manufactories, and is the point from which Jamaica and several other towns in the interior of Long Island draw a part of their supplies o coal, lumber, merchandise, &c.

Flushing Bay is in the collection district of New York, which is the nearest port of entry. Nearest light-house, North Brother Island. Nearest defensive work, Fort Schuyler, New York Harbor.

No record of arrival and departure of vessels is kept. The chief articles of commerce are coal, lumber, and general merchandise.

Flushing Bay, situated opposite the eastern limits of the city of New York, is growing in commercial importance, owing to the needed facilities for the discharge of cargoes at New York, and may in the near future become an important adjunct thereto, forming a part of that port. The marine commercial business is transacted at New York. No approximate estimate of vessels visiting the bay can be given.

About 600 sailing vessels do business in the harbor, some of them drawing 10 to 11 feet of water.

One steamboat runs regularly from New York City to Flushing, and the tonnage carried during the year is estimated at 600,000 tons.

The amount of commerce to be benefited by the improvement is estimated at $5,000,000 annually.

The project for this improvement was adopted in 1879, and has for its object the formation of a tidal basin, by means of dikes, which, by its filling and emptying through one channel, will maintain a depth of 6 feet at mean low water. after that depth had been once obtained by dredging.

PRESENT CONDITION OF IMPROVEMENT.

Of the proposed 16,700 linear feet of dike 3,057 feet have been built. The channels leading up the bay to the wharves have been twice dredged. At the time of the examination in October last they were in good condition, with an available depth of 6 feet.

PROPOSED OPERATIONS.

Until the dikes are completed dredging will be needed frequently, probably annually, to maintain the channel. If appropriations are made more than is urgently needed for dredging, it is proposed to continue the construction of dikes as provided for in the project.

Total amount appropriated for this work to date	$70,000 00
Amount (estimated) required for completion of existing project	103,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving Tonawanda Harbor, New York, and for the purpose of straightening and obtaining a sixteen-foot channel in the Niagara River between Lake Erie and Tonawanda, ten thousand dollars.

Tonawanda Harbor is in the collection district of Buffalo, at the mouth of Tonawanda Creek, on the Niagara River, about 11 miles below Buffalo, where the Erie Canal leaves the river; and it may be regarded as the foot of navigation upon the Niagara River above the falls. The nearest light-house and fort are at Buffalo.

Commercial statistics for year ending December 31, 1886.

Kind.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	124	36,492	117	34,161
Sailing vessels	303	109,982	309	110,872
Total	427	146,474		145,033

Amount of revenue collected during the year ending December 31..... $38,604 27
Value of exports (included in Buffalo statement).
Value of imports..... 190,466 00

Greatest draught of vessels, unknown.

In front of the mouth of Tonawanda Creek lies Tonawanda Island, between which and the shore is a narrow channel, so obstructed by bars near its middle and at the upper and lower ends of the island that it has become necessary, in order to avoid maneuvering in it, for large vessels seeking the port to pass down the outer channel between Tonawanda and Grand Islands, doubling the lower end of Tonawanda Island, and so passing up the inner channel to Tonawanda Creek. The outer channel through which they have to pass is, however, obstructed in several places by submerged rocks, on which a number of vessels have been lost.

The improvement desired here is that these rocks in the outer channel be removed, and that the bars before referred to be cut away so as to admit of a safer handling of vessels in the inner channel, and that a 16-foot channel between Lake Erie and Tonawanda be obtained.

Amount appropriated for this work to date $5,000 00
Amount that can be profitably expended during the year ending June 30, 1888..... 40,000 00

Improving channel at Gowanus Bay, New York: Continuing improvement, twenty thousand dollars.

Gowanus Bay is in the collection district of New York City. Nearest light, Robbins Reef.

Nearest work of defense, the fort on Governor's Island, 1 mile to the northward.

Amount of revenue collected at the port of New York during the fiscal year ending June 30; 1886, $132,536,402.02.

The commercial statistics from 1880 to 1884 are as follows:

Dates.	Vessels.	Tons.
December 1, 1880, to December 31, 1881, 13 months	716	373,300
January 1, 1882, to December 31, 1882, 12 months	702	323,664
January 1, 1883, to December 31, 1883, 12 months	718	425,050
January 1, 1884, to July 1, 1884, 6 months	327	185,736

Amount of commerce and navigation to be benefited is about $5,000,000.

The depth of water in the channel of Gowanus Bay and Creek was originally only from 7 to 12 feet at mean low water, which was wholly insufficient for the wants of vessels employed in the commerce of the district. A survey of it was made in 1880, and a project for its improvement was submitted in January, 1881.

This was, briefly, to dredge a channel between the pier lines established by the State commissioners from the bay up the creek to Hamilton Avenue Bridge 18 feet deep at mean low water, with a width of 200 feet, except for the last few hundred feet near the bridge, in which part the width was to be gradually reduced from 200 feet to 100 feet. The total length of the proposed channel was about 9,000 feet.

Under the existing estimate of $192,564.90, only $65,000 had been appropriated up to June 30, 1886.

Amount (estimated) required for completion of existing project $120,064 90
Amount that can be profitably expended in fiscal year ending June 30, 1888 50,000 00

The following work yet remains to be done under the original project: The completion of the channel up the creek 2,100 feet to Hamilton Avenue Bridge, and the extension of the Southern or Bay Ridge Channel up 2,000 feet further northward, so as to connect with the Red Hook Channel at the mouth of the creek.

It is very desirable that enough money be appropriated to complete this improvement; $50,000 could be profitably expended upon it in the next fiscal year.

Total amount appropriated for this work to date $72,500 00
Total amount expended to June 30, 1886 ..... 64,832 26
Amount (estimated) required for completion of existing project..... 120,064 90
Amount that can be profitably expended in fiscal year ending June 30, 1888 50,000 00

Improving harbor at Great Sodus Bay, New York: Continuing improvement, six thousand dollars.

Name of harbor, Great Sodus, N. Y.
Collection district, Oswego, N. Y.
Nearest light-house, Big Sodus, N. Y., a fixed white light of the fourth order, varied by a white flash every two minutes, on a bluff three-fifths mile west of entrance to bay. A fixed white light of the sixth order 180 feet inside of outer end of west pier, and a fixed red light of the sixth order at elbow of west pier. Nearest work of defense, Fort Ontario, N. Y.

Commercial statistics for year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	11	2,299	7	1,603
Sailing vessels	91	20,107	100	23,813
Total	102	22,406	107	25,416

Amount of revenue collected during the year ending December 31, 1885.. $21,436 12
Value of exports same year..... 98,896 00
Value of imports same year..... 171,602 00

Greatest draught of vessels, 11 to 14 feet.

The earliest project for the improvement of this harbor was adopted in 1828; the first appropriation was made in 1829. The original project proposed the construction of two breakwaters from the east and west shores, approaching to within 500 feet of each other, and connecting at this opening with parallel piers extending into the lake.

Subsequent modifications were extensions of the original project to adjust it to the increased demands of commerce.

The present project was adopted in 1881, the object being to extend the piers to the 15-foot curve in the lake, and dredging a channel between the piers 15 feet deep at low water.

The natural channel would admit vessels drawing 8 feet at ordinary lake stage.

The total expenditure has resulted in the extension of the west pier to the 14-foot curve in the lake, the extension of the east pier to the 9-foot curve in the lake, with a channel of navigable width and 10 feet depth at low water between them.

During the winter and spring gales the rotten portions of the old superstructure of the east pier and breakwater were extensively damaged; they should be renewed at an early date; 1,790 linear feet of breakwater and pier superstructure and 25 linear feet of sand fence should be repaired, at a cost of about $18,500. The channel at the entrance to the harbor is shallow, and a large amount of dredging, about 200,000 cubic yards, will be required to permanently improve it. Heretofore the excavation has been limited, from lack of funds, to the west half of the space between the piers, which are 460 feet apart. The material is fine sand, which flows readily, and until the entire area shall be deepened no permanent channel can be made. At present the channel is about 100 feet wide next to the west pier, with a governing depth of 9 to 10 feet, at extreme low water.

A continuation of pier extension, repairs, and dredging, are the operations contemplated when an appropriation shall have been made.

Total amount appropriated for this work to date..... $413,643 80
Amount (estimated) required for completion of existing project..... 65,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888. 65,000 00

Improving harbor at Greenport, New York: Continuing improvement, two thousand five hundred dollars.

Greenport is a port of delivery in the collection district of Sag Harbor. The nearest light-house is on Long Beach Point, 3 miles to the eastward. The nearest work of defense is Fort Trumbull, New London Harbor, Connecticut, 21 miles distant in a straight line.

The commercial statistics for the year ending December 31, 1885, were as follows:

Class.	Arrivals.	Departures.
Steamers	1,828	1,830
Sailing-vessels	1,120	1,125

Chief articles of commerce, fishing products and local supplies.

This harbor is a roadstead protected on the north and west by the northern prong of the eastern end of Long Island, on the south and southwest by Shelter Island. It possesses a good anchorage ground, exposed only to storms from the east and northeast. Joshua's Point, to the eastward, formerly protected the inner part of the harbor; but of late years the point has been wearing away rapidly, and the anchorage has been damaged by filling in with sand. In 1881 a survey was ordered for the purpose of ascertaining the best means of protecting the harbor artificially. The project, based on this survey, provided for the construction of a riprap breakwater about 1,700 feet long, extending from Joshua's Point in a southeasterly direction. This breakwater was to be 5 feet wide on top, with side slopes of 1 on 1, and was to rise 3 feet above mean high water. It was to contain about 23,000 tons of stone, and its estimated cost was $46,000.

PRESENT CONDITION OF IMPROVEMENT.

The breakwater has been made 1,233 feet long, which carries it out to a depth of 10.5 feet at mean low water. Eleven thousand three hundred and seventy-three tons of riprap granite have been used in its construction. It is in good condition as far as completed. No material changes of depth in the harbor have occurred since the original survey.

PROPOSED OPERATIONS.

With future appropriations the breakwater will be completed, as projected, to the 18-foot curve. Twenty thousand dollars have been appropriated for this work; the remainder of the estimate, $26,000, could be profitably expended in completing the breakwater in one year.

Total amount appropriated for this work to date	$25,500 00
Amount (estimated) required for completion of existing project	21,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	21,000 00

Improving harbor at Little Sodus Bay, New York: Continuing improvement, four thousand dollars.

Name of harbor: Little Sodus, N. Y.

Collection district: Oswego, N. Y.

Nearest light-house: Fair Haven, N. Y.; a fixed white light of the fourth order near the head of the west pier.

Nearest work of defense: Fort Ontario, N. Y.

The commercial statistics for the year ending December 31 are as follows:

Arrivals and departures of vessels during the year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	18	3,324	28	4,516
Sailing vessels	150	27,614	189	33,277
Total	168	30,938	217	37,793

Amount of revenue collected during the year ending December 31, 1885	$2,370 33
Value of the exports same year	268,454 00
Value of the imports same year	29,788 00

Greatest draught of vessels, 14 feet.

The earliest project for the improvement of this harbor was adopted in 1829, and has since been variously modified. The first appropriation was made in 1852.

The early projects proposed the partial closing of the opening between the bay and the lake by lateral dikes connected with two parallel piers extending into the lake. The present project, which is an expansion of the earlier ones, was adopted in 1881, and is designed to afford a channel of navigable width of not less than 15 feet depth at low water.

The total expenditure has resulted in the extension of the piers to the 12-foot curve in the lake, securing a channel between the piers of navigable width and 14 feet in depth, with a channel through the outer bar 12 to 14 feet deep at low water.

The works at this harbor are generally in good order, excepting a portion of the west pier, the superstructure of which is rotten.

The operations contemplated when an appropriation shall have been made are repair of west pier, extension of piers to 16-foot curve, and dredging the channel from 900 feet inside the present pier end to the 16-foot curve, to remove a shoal of hard clay, having on it a depth of water of 12 to 14 feet.

Total amount appropriated for this work to date	$281,941 77
Amount (estimated) required for completion of existing project	45,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	45,000 00

Improving harbor at Oak Orchard, New York: Continuing improvement, three thousand dollars.

Name of harbor, Oak Orchard, N. Y.

Collection district, Genessee, N. Y.

Nearest light-house, Oak Orchard, N. Y., a fixed white light of the fourth order at the end of the west pier.

Nearest work of defense, Fort Niagara, N. Y.

The following are the commercial statistics for this harbor for the year ending December 31, 1884:

Commercial statistics for year ending December 31, 1885.

Arrivals: Four sailing vessels, 316 tons.

Departures: Three sailing vessels, 236 tons.

Amount of revenue collected during year ending December 31, 1885	$561 07
Value of imports same year	4,066 00

Greatest draught of vessels, 11 feet.

The earliest project for the improvement of this harbor was adopted in 1836, the date of the first appropriation, and proposed the construction of an east and west breakwater, approaching to within 200 feet of each other, and connecting at this opening with parallel piers extending into the lake.

Subsequent modifications were extensions of the original project to provide for rock removal, and to adjust it to the increased demands of commerce. The present project was adopted in 1881, the object being to extend the piers to the 12-foot curve in the lake with the formation of a channel of navigable width and 12 feet depth between the piers at low water. The natural channel of entrance to Oak Orchard Creek was narrow, with a depth of from 2 to 4 feet.

A continuation of pier extension and repairs with such dredging as may be necessary are the operations contemplated when an appropriation shall have been made.

Total amount appropriated for this work to date	$194,127 66
Amount (estimated) required for completion of existing project	92,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Ogdensburg, New York: Continuing improvement, five thousand dollars.

Name of harbor, Ogdensburg, N. Y.

Collection district, Oswegatchie, N. Y.

Nearest light-house, Ogdensburg, N. Y.

The city of Ogdensburg, situated on this harbor, has, according to the census of *1880, a population* of over 10,000 inhabitants.

Commercial statistics for year ending December 31, 1885.

Description.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	722	84,320	583	89,552
Sailing vessels	465	74,380	457	71,897
Vessels in tow (barges)	90	18,515	92	18,989
Total	1,277	177,715	1,132	180,439

NATURE AND AMOUNT OF IMPORTS DURING YEAR ENDING DECEMBER 31, 1885.

Lumber and timber	feet, B. M.	23,449,956
Grain, all kinds	bushels	825,901
Iron and iron ore	tons	7,185
Live stock	head	59,230
General merchandise	pounds	623,362
Provisions	do	6,171,841
Posts, poles, ties, &c	number	229,649

NATURE AND AMOUNT OF EXPORTS DURING YEAR ENDING DECEMBER 31, 1885.

Coal	tons	15,045
Iron	do	2,146
Grain, all kinds	pounds	291,210
Provisions	do	1,012,760
Fruit	barrels	324
Salt		
Revenue from customs		$236,986
Value of imports		$1,251,750
Value of exports		$1,578,726

A project was formed for this improvement by a board of engineer officers in 1868, which provided for dredging the channel of the Oswegatchie River below the bridge, deepening the channels along the city front on the Saint Lawrence River and across the bar northeast of the light-house, and the construction of pile-piers to prevent the water of the Oswegatchie spreading over the bar or shoal between these channels.

The pile-work was only recommended in the event of the water of the Oswegatchie not following the lines of the deepened channels after the dredging had been completed.

Operations were carried on successfully, and the dredging, as provided for in the project, was completed in 1876. The piling was found unnecessary; consequently operations had been confined to dredging in the channels, which were left in good condition.

There was a suspension of operations for a few years after the completion of the project of 1868. A resurvey of the harbor was ordered in 1879, which being made in 1880, showing that there had been considerable shoaling of the channels during the four years of inactivity, and furthermore, that the obstructions found in the channels were mainly due to sawdust and other waste products of saw-mills, which had been thrown into the Oswegatchie River in violation of local regulations forbidding it.

The amount of the damage or shoaling, as shown by the survey of 1880, was 40,000 cubic yards, which it was estimated would cost $12,000 to remove, so as to place the channel in good condition again.

The estimated cost of the original project was $175,000, and there had been expended up to 1880, exclusive of $3,000 for survey in 1852, $107,000, leaving $68,000 still due the general improvement, owing to the piling estimated for in the project not being required.

In 1882 it was recommended that the harbor be prepared for the admission of the largest vessels which will be able to pass the Welland Canal when completed, at an estimated cost of $76,000.

This estimate was intended to provide for a depth of 15 feet in the channels and 16 feet over the outer bar.

By an act approved August 2, 1882, $10,000 were appropriated for this work, and operations were resumed that year, being directed towards the completion of the above modified project.

Under the existing project, which contemplates the removal of about 300,000 cubic yards, there remain some 215,461 cubic yards yet to be removed, mostly in the city-front channel.

Total amount appropriated for this work to date	$146,680 87
Amount (estimated) required for completion of existing project	83,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving harbor at Oswego, New York: Extending improvement, twenty-five thousand dollars.

Name of harbor, Oswego, N. Y.

Collection district, Oswego, N. Y.

Nearest light-house, Oswego, N. Y. A fixed white light of the third order at the eastern end of the old west breakwater, a fixed red light of the fourth order on eastern end of outer west breakwater, a fog bell attached.

Nearest work of defense, Fort Ontario, N. Y.

The city of Oswego, situated on this harbor, has a population of 21,116 inhabitants, according to the census of 1880.

The commercial statistics for this harbor for the year ending December 31, 1885, were as follows:

Arrivals and departures of vessels during the year ending December 31, 1885.

	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	266	42,124	258	41,070
Sailing vessels	1,525	315,078	1,597	30,2129
Total	1,791	357,202	1,855	343,199

Amount of revenue collected during the year ending December 31, 1885	$620,599 34
Value of the exports same year	1,182,094 00
Value of the imports same year	5,160,698 00

Greatest draught of vessels, 14 feet.

The earliest project for the improvement of this harbor was adopted in 1827, and proposed to inclose an area at the mouth of the river by extending jetties from the shore into the lake, joining the outer ends by a breakwater, but leaving an opening through which to enter the harbor. This project was completed in 1869, and forms the present inner harbor. The present project was adopted in 1870, and consists of a breakwater 5,800 feet in length, parallel to the old west breakwater and 1,100 feet in advance of it. The estimated cost was $1,161,682. It was modified in 1879, 1880, 1882, and 1883 by the proposed construction of an east breakwater 2,700 feet in length, the reduction to 350 feet of the opening between the east end of the west breakwater and the north end of the light-house pier, the use of creosoted timber in repairs to the old breakwater, the construction of spurs along the face of the outer west breakwater to reduce the effect of accumulated seas, and for deepening by dredging the inner harbor at the mouth of the Oswego River.

The object of these improvements was to give protection to the city docks and wharves, and to the commerce of the harbor and lake a depot suitable for the heaviest-draught vessels on the lakes. The natural entrance to the mouth of the river was shallow and difficult of access.

The total expenditure has resulted in the completion of the originally-projected harbor, the completion of the west breakwater, with the reduction to 350 feet of the opening between the east end of the west breakwater and the north end of the light-house pier, the construction of 213 linear feet of the east breakwater, the completion of one spur-crib, and the deepening of the river mouth to a depth of 15 feet at low water, securing full protection to the docks and wharves west of the river mouth, and channels of entrance 16 feet deep and 350 feet wide each to the inner and outer harbors, and 15 feet deep at low water. Early in December, 1884, a severe northwest storm caused a breach in the west breakwater 145 feet in width, and necessitating repairs for a length of 100 feet each side of the breach. This portion of the breakwater

has been repeatedly breached, and, in the opinion of the officers in charge, the remaining old work should be entirely removed and rebuilt in a stronger manner, at an estimated cost of $80,000. There are several other breaks which should be repaired, in order to avoid any severe injury which may occur from the violent seas to which this structure is subjected.

During the year a considerable portion of the inner harbor was dredged without expense to the Government by private parties, who used the material for dock-filling. The operations contemplated when an appropriation shall have been made are repairs of the west breakwater and extension of the east breakwater. The estimated amount required for the completion of the existing project is $70,682; but the amount of $80,000 is needed for repairs, making the amount which can be profitably expended in the next fiscal year $150,682.

Total amount appropriated for this work to date	$1,635,522 87
Amount (estimated) required for completion of existing project	70,682 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	150,682 00

Improving harbor at Rondout, New York: Continuing improvement, one thousand five hundred dollars.

Rondout Harbor is at the mouth of Rondout Creek, on the west bank of the Hudson River, between 80 and 90 miles above New York. The creek is a tidal stream for 3 miles above its mouth.

Rondout is in the collection district of New York. The nearest works of defense are those of New York Harbor. Amount of revenue collected at the port of New York during the fiscal year ending June 30, 1886, $132,536,402.02.

The amount of commerce and navigation to be benefited by the improvemont of navigation would be annually from $70,000,000 to $80,000,000. This is as near as could be estimated from the data available.

Prior to 1871 improvements had been made by private persons and corporations, but no permanent benefits had been derived from them. A survey of the harbor was made by the Government in 1871, with a view to its permanent improvement, when it was found that there was an available channel depth of about 7 feet. The project based upon this survey provided for the formation and maintenance of a channel at the mouth of the creek 100 feet wide and 14 feet deep, to be obtained by means of dredging and diking. Two parallel channel dikes were to be built outward into the Hudson on a gentle curve down-stream, with a branch dike running up-stream from the outer end of the north dike to protect it from running ice. The total estimated cost of this work was $172,500.

The final length of the north and south dikes was, however, to be determined by the effects that they were observed to produce in the removal of the bar as they were gradually extended outward. In 1872, by reason of a reduction in the estimated length and cost of the dikes, this estimate was reduced to $104,000. The project was practically completed in 1880. At that date the north dike was about 2,200 feet long, the branch dike was about 1,000 feet long, the south dike was about 2,800 feet long, with a spur to the light-house 330 feet long, and a channel depth had been obtained of 13½ feet at low water between dikes.

Appropriations for the improvement of Rondout Harbor have been made to date as follows:

Total	$96,500 00
Amount expended	93,939 64
Amount (estimated) required for completion of existing project	7,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	7,500 00

Improving harbor at Sheepshead Bay, New York: Continuing improvement, two thousand five hundred dollars.

This work is in the collection district of New York, which is the nearest port of entry. Nearest light-house, Fort Tompkins Light. Nearest fort, Fort Hamilton. Amount of revenue collected at the port of New York during the fiscal year ending June 30, 1886, $132,536,402.02.

The project for this improvement was adopted in 1879, and provided for deepening the entrance by means of converging jetties, and for improving the interior channel by longitudinal dikes so placed as in some instances to form tidal reservoirs for the scour of the channel. The project was revised in 1881 so as to provide under certain

contingencies for the opening of a cut, to connect the bay with Dead Horse Inlet, 1,650 feet long and 100 feet wide, affording 6 feet mean low water, for revetting the banks of the cut, and for dredging the interior channel to the extent of 40,000 cubic yards, the estimated cost of the supplementary improvement being $34,200. The range of tides is 4.5 feet approximately. At that date there was a channel connecting Sheepshead Bay with Dead Horse Inlet 1,500 feet long, 40 feet wide, with a minimum depth of 4 feet at mean low water, while at the original entrance by the channel around the easterly end of Coney Island the bar was practically bare at lowest tide. No work of improvement has been done on the inside.

The $5,000 appropriated August 5, 1886, will be applied probably to dredging the north side of the new channel to a depth of 5 feet, and also to dredging off the points of two small bars which have formed at each end of the cut, and if this does not exhaust the appropriation, the remainder may be applied to closing the old channel by diking.

Total amount appropriated for this work to date	$21,000 00
Amount expended to June 30, 1886	15,716 27
Amount (estimated) required for completion of existing project	13,200 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving harbor at Plattsburgh, New York: Continuing improvement, two thousand five hundred dollars.

Name of harbor, Plattsburg, N. Y.; collection district, Champlain; nearest lighthouse, Cumberland Head (near Plattsburg); two beacon lights at Plattsburg.

Commercial statistics for year ending December 31, 1885.

Description.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	750	283,294	750	283,294
Sailing vessels	200	13,000	200	13,000
Vessels in tow (barges)	638	63,800	638	63,800
Total	1,588	360,094	1,588	360,094

Revenue from customs	$3,554 17
Value of imports	2,847 82

Value of exports unknown. Nature of imports, iron and iron ore, live stock, and provisions. Nature of exports unknown.

The original project for the improvement of this harbor was adopted probably at the date of the first appropriation, in 1836, and proposed the construction of a breakwater about 1,000 feet east of the steamboat docks.

There were 1,250 linear feet of breakwater constructed between 1836 and 1875, at which latter date the last modification of the project was completed. This modification, made in 1870, provided for an extension of the former structure to the southeast, the dredging of some shoal areas within the breakwater, and the protection of a portion of the adjacent beach by a revetment.

Since 1875 operations have been confined to repairs and the dredging of limited areas between the breakwater and the steamboat docks.

The dredging of 110,000 cubic yards, as comprehended in the report and survey of the mouth of the Saranac River, Plattsburg, N. Y., which has appeared as House Ex. Doc. No. 72, Forty-eighth Congress, second session, would amount to the extension of these limited areas of dredging operations so as to include the shoal mouth of the Saranac River north of the docks.

There have been no operations at this harbor since 1884, owing to the fact that all available funds were practically exhausted in the removal of 3,022 cubic yards of material from near the docks that year.

As additional funds become available for this harbor it is expected to apply them in dredging operations so as to afford sufficient depths for the boats that frequent the harbor, and in making repairs to the breakwater as required.

Total amount appropriated for this work to date	$143,500 00
Amount (estimated) required for completion of existing project	12,000 00
Amount that can be profitably expended in fiscal year ending June [illegible]	12,000 00

Improving harbor at Glen Cove, New York, ten thousand dollars.

Glen Cove Harbor is a part of Hempstead Bay, and is a natural harbor and channel through which the tide ebbs and flows.

A large amount of money (at least $50,000) has already been expended by private persons in the improvement of the harbor. The Federal Government has never made any expenditure in this direction.

Owing to the shifting of the channel, and its insufficient depth, navigation is at times rendered uncertain and hazardous, and in order to remedy these evils, and, as far as possible, to secure a permanent channel of sufficient depth at all seasons of the year, the aid of the Government is sought.

Hempstead Bay, of which Glen Cove Harbor forms a part, is recognized among sailing masters as one of the best harbors of refuge on Long Island Sound, and vessels, from the largest of the Sound steamers to the smallest sailing craft, seek it for safety in fogs and heavy weather.

During many days in each year, however, owing to adverse winds and a tortuous channel, it is extremely difficult or wholly impossible for vessels to enter the harbor; and, under such circumstances, vessels have been compelled to lay for days unable either to enter the harbor or to depart from it.

The commerce of Glen Cove Harbor is greater than that of any other port on Long Island Sound between the city of New York and Bridgeport, Conn.

How much greater the commerce of the harbor might have been, or would be, in the event of such improvements being made as it is believed ought to be made, cannot be definitely stated, but it is quite probable that several large manufacturing concerns would have located their works at Glen Cove had they been sure of uninterrupted navigation during all seasons of the year. With the harbor improved as it should be, there can be but little doubt that its commerce will speedily and greatly increase, and in a ratio far greater than that manifest during recent years. Within the past twenty-five years the commerce of the harbor has increased at least 125,000 tons in quantity per annum, and in value at least $3,000,000 or more per annum, and this, too, without any aid from the Federal Government.

The following is an approximate estimate of the number of arrivals and departures of vessels with their tonnage, together with the quantities and values of imports and exports for the year beginning October 1, 1885, and ending October 1, 1886:

Commerce of Glen Cove Harbor, October 1, 1885, *to October* 1, 1886.

	Arrivals and departures.	Registered tonnage.	Quantities.		Total value.	
			Imports.	Exports.	Imports.	Exports.
			Tons.	*Tons.*		
Sailing vessels	1,140	81,500	66,000	50,000	$1,498,000	$2,529,000
Canal-boats, &c	110	17,000	30,000	6,000	190,000	90,000
Total	1,250	98,500	96,000	56,000	1,688,000	2,619,000

NOTE.—The imports were mainly corn, coal, mill-feed, fertilizers, lumber, timber, brick, cement, lime, flour, dry goods, and groceries. The exports were mainly manufactured products, corn-feed, hard wood, timber, fire-clay, fire-sand, potter's clay, hay, potatoes, and other farm products.

The apparent discrepancy between the "registered tonnage" of vessels (98,500) and the quantity in tons of "imports and exports" (152,000) is owing to the fact that vessels usually carry in tons of cargo nearly double the registered tonnage.

In the columns of arrivals and departures and of registered tonnage, no account is taken of steam-tugs entering or leaving the harbor. Two steam-tugs are owned at Glen Cove, and are used in towing in and about the harbor, and another tug is almost constantly employed in towing vessels to and from Glen Cove and New York. A steamer of 485 tons (registered) makes one or more round trips daily during the season of navigation between New York and Glen Cove Landing, but no account is taken of this steamer in the above estimate of commerce of the harbor. (S. D. PHELPS, 298 South street, New York.)

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars.

This work is in the collection district of New York, which is the nearest port of entry. Nearest light-house, Bergen Point light. Nearest fort, Fort Tompkins. Amount of revenue collected at the port of New York for fiscal year ending June 30, 1886, $132,536,402.02.

The commerce of this channel is very large. It is estimated that between 2,500,000 and 3,000,000 tons of coal are shipped yearly from Elizabethport, and that 5,750,000 tons of the Raritan Canal and Perth Amboy trade passes it, besides an immense amount of other freight.

A general idea of the importance of this water-way to commerce may be obtained from the following commercial statistics for the years 1883–'84 and 1884–'85, which are the latest obtainable.

The commercial statistics for the fiscal year 1884–'85 remaining unchanged from those of the year 1883–'84, the latter are given, as follows:

Elizabethport is the nearest shipping point to the channel between Staten Island and New Jersey, and is dependent on this water-way for the movement of its various products and freights.

But the shipping of Elizabethport forms but a small proportion of the shipping passing through the channel, since the entire traffic of the Raritan River, the Delaware and Raritan Canal, as well as that of Staten Island Sound and the rivers flowing into it, also passes through this channel, and in addition a large proportion of the shipping of ports on the lower New York Bay.

The following statistics relative to the shipments through the channel during the past year have been compiled from the statements furnished by the principal shippers of Elizabethport, and from other reliable sources:

Articles.	Quantities.	Value.
EXPORTS.		
Coal ..... tons..	2,443,000	$10,382,750
Pig-iron ..... do...	72,000	1,440,000
Iron pipe ..... do...	25,000	750,000
Miscellaneous freights, native ore, castings, &c., of which only an approximate estimate could be obtained ..... tons..	100,000	1,000,000
IMPORTS.		
Brick, lumber, building material, and miscellaneous articles brought by sailing vessels and barges, estimated at ..... tons..	200,000	1,500,000

Summary of the commerce of the channel for the year 1883–'84.

Total tonnage of vessels to and from—	Tonnage.	Value.
Elizabethport	2,942,000	$21,592,750
Other ports	13,500,000	40,000,000
Total	16,442,000	61,592,750

Over 100,000 vessels pass through the channel between New York and Elizabethport annually, and the number of passengers carried is estimated at 75,000 to 80,000. These figures show that the maintenance of deep water in this channel has a national importance.

The project for this improvement, formed in 1873 and revised in 1880, provides for the excavation of a channel 400 feet wide from the east side of Shooter's Island to the deep water of Arthur's Kill, the central portion of which for a width of 200 feet shall be 13 feet depth, mean low-water, and the residue 12 feet. Training dikes were included in the project to maintain the channels once opened by dredging. The original condition of the navigable channel was a depth at the shoalest part of 9½ to 10 feet at mean low-water, and was not, therefore, available for the vast commerce passing through it. The mean range of tides is 4.7 feet.

By the expenditures made on this work to June 30, 1884, there was an improved navigable channel from Shooter's Island to Elizabethport 300 to 400 feet wide and 12 feet deep, mean low water, affording a channel 5,000 feet long, 150 feet to 200 feet wide, and 13 feet deep, mean low water, along the axis; and during the year ending June 30, 1885, the channel was widened at the eastern entrance and at the corner stake to full 400 feet, and the depth along the axis for a width of 200 feet was made 14 feet, mean low water.

Amount (estimated) required for completion of existing project $91,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 35,000 00

The appropriation of August 5, 1886, of $15,000 will be applied to widening the channel at these two points (Stake Light and Shooter's Island).

Total amount appropriated for this work to date	$169,000 00
Amount (estimated) required for completion of existing project	91,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, twenty thousand dollars.

This work is in the collection district of Perth Amboy, which is the nearest port of entry; nearest light-house, Prince's Bay; nearest fort, fort at Sandy Hook. Amount of revenue collected during the fiscal year ending June 30, 1886, $31,067.65.

Almost all the deep-draught trade of the Amboys is restricted to Perth Amboy, and vessels and steamers drawing up to 20½ feet load and unload at its docks. Its trade is so large and constant the year around that it would seem better to apply the present appropriation to widening and deepening the channel from Great Beds Light to Perth Amboy, rather than to apply it to widening the Seguine Point Channel or the South Amboy Channel.

As no survey of this part of the bay has been made since 1880, and as undoubtedly there have been some changes in the channels since then, a careful survey of the upper part of Raritan Bay should now be made from Great Beds Light to deep water off the docks at Perth and South Amboy, in order to determine the necessary lines of dredging in the channels, and the quantities of material required to be removed, and this and future appropriations should be applied: first, to the widening and deepening of the Perth Amboy Channel; second, to the South Amboy Channel, and last to the Seguine Point Channel.

The coal and iron trade of both the Amboys is very large; that of Perth Amboy especially so. In 1884, 116,000 tons of iron ore were imported, besides 30,923 tons of miscellaneous freight, and the exports amounted to:

	Tons.
Coal	1 946.129
Steel rails	80,709
Pig-iron	89,959
Grain and merchandise	29,194

And in 1885 the total number of tons shipped from Perth Amboy is stated to be 7,127,352 tons, with a valuation of $37,627,332.

The present project was adopted in 1880, and provides for the opening by dredging of a channel through the shoal to the eastward of Seguine Point, Staten Island, 8,000 feet long, 300 feet wide, and 21 feet deep, mean low water.

It was revised in 1884 so as to provide for a channel 4,000 feet long, 300 feet wide, and 21 feet deep, around Ward's Point, leading to Perth Amboy, and again in 1885 so as to give 15 feet, mean low water, to South Amboy in a channel 4,500 feet long and 300 feet in width.

The least depth on the shoal east of Seguine Point before the improvement began was only 14½ feet, mean low water, and the existing depths over the shoals in the channel leading to Perth Amboy and South Amboy are 19 feet and 12½ feet, respectively.

Amount appropriated for this work to date	$157,500 00
Amount expended	119,307 25
Amount (estimated) required for completion of existing project	76,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving harbor at Erie, Pennsylvania: Continuing improvement, twelve thousand dollars.

For the preservation and protection of the peninsula of Presque Isle, Erie Harbor, Pennsylvania, as recommended by the Chief of Engineers, January thirteenth, eighteen hundred and eighty-five, and in accordance with such plans as the Secretary of War may prescribe, one hundred thousand dollars.

Name of harbor, Erie, Pa. Collection district, Erie, Pa. Nearest light, Erie, Pa., a coast light of the fourth order, flashing red and white, on the north shore of the peninsula; a fixed red light of the sixth order on the outer end of the north pier; two

fixed white lights of the sixth order marking the range of the channel within the bay. There is a fog-bell on the outer end of the north pier. Nearest work of defense, Fort Porter, New York.

The city of Erie, situated on this harbor, has a population of 27,739 inhabitants, according to the census of 1880.

The commercial statistics of this harbor for the year ending December 31, 1885, are as follows:

Arrival and departure of vessels during the year ending December 31, 1885.

Kind.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage
Steamers	584	641,637	591	643,55.
Sailing vessels	194	97,913	187	94,987
Total	778	739,550	778	738,537

Amount of revenue collected during the year ending December 31, 1885... $6,915 12
Value of the imports same year 47,666 20

Greatest draught of vessels, 15 feet 6 inches.

The original survey of this harbor was made in 1819, at which time the channel was narrow and tortuous, with a depth of only 6 feet. In 1823 a plan for the improvement was adopted, and constitutes the present work at the entrance to the harbor, excepting some changes which have been required either on account of the age of the structures originally built or other causes. The piers have been extended from time to time, and are now in good condition.

The present project contemplated the extension of the piers to the 16-foot curve in the lake, and the maintenance of a channel of navigable width and 16 feet in depth from the harbor inside to the lake outside.

The last examination made of the harbor, on June 20, 1885, showed that the channel between the piers was in good condition, but that there had been an increased shoaling above and to the south of the north pier, due to the sand carried down from the peninsula during storms. There was a least depth of 15.4 feet at extreme low-water south of the north pier and in the entrance, and a least depth of 12.2 feet off the end of the north pier.

The estimated cost of the work is $173,044.50. If the present project of pier extension alone be carried out, the amount required will be $84,120.

The total amount appropriated for this harbor to date is..... $768,867 23
Amount (estimated) required for completion of existing project..... 84,120 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 126,000 00

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, seven thousand five hundred dollars.

This work is located in the collection district of Philadelphia. This is the nearest port of entry, the collections during the year ending December 31, 1885, amounting to $13,801,190.61. The nearest fort and light-house are, respectively, Fort Mifflin and Christiana Light.

This work was commenced in 1867, and in 1871 four piers were completed. In 1880 the original project was modified so as to enlarge the harbor to double its area, or about 7 acres, by building an additional line of piers farther down stream. In 1881 two of the additional piers were completed. The project was again modified in 1881 so as to build another pier 500 feet below the third line of piers and to construct a bulkhead along the whole length of the harbor, about 1,800 feet, at an average distance of 150 feet from high-water mark, with the dredging of the whole harbor from a depth of 15 feet at mean low-water shoaling to 10 feet alongside the bulkhead. The additional pier was completed in 1883, and a pier built during the fiscal year 1884–'85 to replace the one which capsized in 1882.

This harbor is of considerable value to the commerce of the river during the winter season, and at times is filled to its full capacity. Its utility will continue even when the proposed ice-harbor at the head of Delaware Bay is built, since the ice-harbor at Marcus Hook will always be valuable as a refuge for vessels in the upper part of the river.

The value of the harbor to vessels seeking temporary refuge from ice is somewhat reduced from the practice of vessel-owners utilizing the harbor as a place in which their vessels are permanently placed during the winter season. This practice, while it enables the owners of such vessels to escape dock and wharf charges, encumbers the harbor unnecessarily, and there should be such legislation as would give the United States authority to appoint a harbor-master, with power to control the harbor.

Available funds were entirely exhausted during the past fiscal year.

During the fiscal year ending June 30, 1888, if funds are available, they will be applied to the construction of the bulkhead along the shore front of the harbor and in deepening by dredging the shoal areas of the harbor in accordance with the present project for its improvement.

Total appropriations from 1866 to June 30, 1887	$194,000 00
Total expenditures from 1866 to June 30, 1886	179,000 00
Amount (estimated) required for completion of existing project	35,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars.

This work is situated in the collection district of Delaware. Wilmington is the nearest port of entry, at which the revenue collected during the year ending December 31, 1885, was $12,573.93. Fort Delaware is the nearest fort, and the Breakwater Light the nearest light-house.

Statement showing number of vessels calling at the breakwater for harbor and for orders during the year ending December 31, 1885.

Description.	For harbor.	For orders.
Steamers	211	59
Ships	150	25
Barks	828	172
Brigs	194	55
Schooners	318	87
Total	1,701	398

The importance of this work to both the commerce of the Delaware River and the Atlantic coast is such as to justify sufficient appropriations to complete the breakwater by closing the gap at the earliest date possible.

The reports of the Maritime Exchange state that during the year 1885 1,701 vessels, exclusive of tugs, fishing and small coasting craft, anchored under the protection of the breakwater. This number is very much smaller than that stated in the annual reports for previous years. The practice of the past seems to have been for the keeper of the breakwater light to count each morning the vessels lying at anchor, and to report the same as the number of vessels seeking the protection of the breakwater. By this method a vessel remaining at the breakwater several days awaiting orders, or through stress of weather, was counted repeatedly. The method adopted by the Maritime Exchange counts each vessel but once, regardless of the length of stay at the breakwater. This difference in the methods of reporting the number of vessels seeking the breakwater for protection, and the omission of tugs, fishing and small coasting craft which were formerly reported, will account for the difference between the past and present reports.

It is recommended that an appropriation of $300,000 be made for continuing the work.

In 1828 an appropriation of $250,000 was made for commencing the work, under a plan submitted by a board of commissioners appointed by Congress. "The project of the board contemplated the construction in the concavity of the bay, just inside Cape Henlopen, of two massive works on the *pierres perdues*, or rip-rap system, separated by an interval or gap of 1,390 feet—the greater called the breakwater, to afford safe anchorage during gales from the north and east; the other called the ice breaker, to protect shipping against northwesterly gales and the heavy drifting ice of the bay."

This project was completed in 1869, and as completed the breakwater is 2,558 feet long, and the ice breaker 1,359 feet long on top. The average width on top is 22 feet, and at base 160 feet. The top is about 14 feet above mean low water.

In 1882 the project was adopted for closing the gap between the breakwater and the ice breaker by means of a random stone foundation, with a concrete superstructure. The random stone foundation is to be brought to a height of 12 feet below low water, with a width on top of 48 feet. The concrete superstructure is to have a width on bottom of 24 feet, rising to a height of 12 feet above mean low water, with a width on top of 12 feet.

In 1883 and 1884 the project was modified by providing a foundation of brush mattresses for the random stone substructure and omitting the construction of a pile bridge across the gap, which formed part of the project of 1882 for closing the gap.

Total appropriations to June 30, 1887	$2,548,353 70
Total expenditures to June 30, 1886	2,490,524 37
Total appropriations under present project to June 30, 1886	200,000 00
Total expenditures under present project to June 30, 1886	198,420 67
Amount (estimated) required for completion of existing project	418,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	300,000 00

Improving ice-harbor at New Castle, Delaware: Continuing improvement, ten thousand dollars.

The ice-harbor of New Castle is in the collection district of Delaware, and Wilmington is the nearest port of entry. The amount of revenue collected there during the past fiscal year is $16,011.97.

The nearest fort is Fort Delaware, and the nearest lights the Bulkhead Shoals range-lights.

The commercial statistics for this harbor from November 20, 1884, to March 20, 1885, show that over one thousand vessels sought protection from ice at and in the New Castle Harbor. None of them belong to the city of New Castle, and it thus becomes of interest to several States. The shipments from this port within the same period amounted to more than $300,000, while the receipts from near points amounted to about $10,000.

The harbor at New Castle is of great importance to the general commerce on the Delaware River, and its benefit to the city itself only indirect.

During the winter this harbor affords a shelter from running ice in the Delaware, thus making it necessary that it should be kept in good condition.

This important harbor of refuge was finished August 8, 1882. It is now complete according to the existing project, but is greatly in need of repairs in various directions. Those most to be recommended are the continuing of the dredging inside the harbor, so as to give throughout the entire area 18 feet at mean low water. to repair one crib, and to rebuild another which is in constant danger of being destroyed, and to place about 100 cubic yards of riprap around the pier.

It is most important for the efficiency of the harbor that during the season when it is needed there should be a harbor-master there to place vessels in position. As it is now, at times a few vessels take up the entire harbor, when it would, if they were compelled to take position, hold three or four times the number.

The total amount appropriated on this work to date, $236,469.

Of the above appropriations $18,285.05 has been turned into the surplus fund of the Treasury.

Amount (estimated) required for completion of existing project	$15,600 00
Amount that can be profitably expended in fiscal year ending June 20, 1888	15,600 00

Improving harbor at Wilmington, Delaware: Continuing improvement, fifteen thousand dollars.

Wilmington is a port of entry, and in the collection district of Delaware. The amount of revenue collected for the last fiscal year is $16,011.97.

The only commercial statistics obtainable for the year ending December 31, 1886, are as follows:

Class.	Number.	Gross tonnage.	Net tonnage.
Sail vessels	147	12,662 34	12,090 49
Steam vessels	28	4,092 30	3,176 60
	175	16 [illegible]	[illegible],207 09

Two freight lines, employing a large number of propellers, tugs, schooners, and barges, ply between this port and Philadelphia and New York. During the season three steam passenger boats make several trips daily to Philadelphia, and a steamboat makes five trips daily across the Delaware to Pennsgrove, N. J. There is an extensive carrying trade in fish, oysters, fruit, and vegetables by small craft, the value of which cannot be estimated. From reliable information it is learned that shipping by water would be more extensive if the Christiana River and the Brandywine Creek were improved.

The mouth of the Christiana River, at the commencement of the improvement of the harbor of Wilmington, had a narrow channel-way, with only a minimum depth of 9 feet at low water. The original project for this work provides for a low-water channel of 12 feet in depth, its width varying from 75 to 150 feet. The project was amended so as to provide a low-water channel, 15 feet in depth, of suitable width, from the mouth of the Christiana River to above the city of Wilmington, Del. In 1871 a new project, including the construction of a jetty, was approved, and corresponding operations have been in progress since then.

The work of improvement of this harbor has been limited during the present fiscal year, owing to the inadequate amount of money available to do the next most important part of the project, *i. e.*, to construct an extension to the jetty at the entrance. During the year the old sunken crib off Lobdell's Canal was removed, and also the two light-house wharves, near the entrance of the harbor, were pulled down and the material put on the embankment, as agreed with the Light-House Establishment.

These obstructions had a tendency to increase the difficulties of navigation by choking and jamming the floating ice during the spring months, and also checked the velocity of the tides and caused shoals at these places.

A channel was dredged through the draw at Market Street Bridge to a depth of 15 feet, at mean low water, and a width of 80 feet. The amount of material removed from this locality is 3,650 cubic yards, measured in place, and it consisted of gravel, sand, and blue clay, 12 bowlders, varying in size from one-half to 2½ cubic yards, and 32 piles.

The raising of the jetty seems to have done away with the shoaling from a point about midway of the jetty out to the Delaware River, and the depth of channel dredged in 1884, connecting the 15-foot curve in the Delaware with the 15-foot curve inside the harbor, had been maintained at the last examination. The present angle of collision of the currents of the Delaware and Christiana will, however, always produce a bar at the mouth, and this can only be obviated by the carrying out of the approved project for the extension of the jetty.

The amount asked for the fiscal year ending June 30, 1888, is $75,000, and if appropriated, together with the balance available, will be applied to the extension of the jetty and dredging the channel to a depth of 15 feet, to the Pulp Works.

Total amount appropriated for this work to date	$226,750 00
Amount (estimated) required for completion of existing project	147,634 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving harbor at Baltimore, Md.: Completing the channel to four hundred feet and commencing the additional width of six hundred feet, in accordance with the plans of the United States engineers, two hundred thousand dollars.

The improvement for this harbor is so well known that it is not deemed necessary to give a description of its situation.

The city of Baltimore, situated on it, has a population of 332,313 inhabitants, according to the census of 1880.

Its commercial statistics for the fiscal year ending June 30, 1886, are as follows:

Value of imports:	
Free	$6,016 718
Dutiable	5,719 701
Total	11,736 419
Compared as between 1885 and 1886:	
Total value of imports, 1885	11,853 317
Total value of imports, 1886	11,736 419
	116 898

The total value of imports of itself does not afford an intelligent showing of the business of the port in that branch of trade.

A separate comparison of free and dutiable imports will make this apparent:

Value of dutiable imports, 1886	$5,719,701
Value of dutiable imports, 1885	4,833,984
Increase	885,717

* * * * * * *

COMPARISON AS BETWEEN 1885 AND 1886.

Duties collected in 1886	$265,900 53
Duties collected in 1885	184,870 58
Increase in 1886	81,029 95
Duties due on merchandise in bond, 1886	155,272 32
Duties due on merchandise in bond, 1885	125,123 03
Increase in 1886	30,149 29

SUMMARY OF DUTIES.

Duties collected		$2,531,822 11
Duties due on merchandise in bond		155,272 32
Duties due on appraised merchandise transported in bond		12,649 70
Duties due on merchandise transported in bond without appraisement		265,900 53
Total		2,965,644 66
Miscellaneous customs receipts	$41,421 88	
Tonnage tax	28,214 15	
		69,636 03
Grand total		3,035,280 69

COMPARISON AS BETWEEN 1885 AND 1886.

Total duties collected and due, 1885	$2,314,762 62
Total duties collected and due, 1886	3,035,280 69
Increase in 1886	720,518 07

* * * * * * *

VALUE OF FOREIGN EXPORTS.

Exports in 1885	$45,041,634
Exports in 1886	35,845,311
Decrease	9,196,323

* * * * * * *

Carried in American vessels:	
Sail	1,555,687
Steam	3,408
Total	1,559,095
In foreign vessels:	
Sail	2,153,267
Steam	32,132,979
Total	34,286,246

NAVIGATION.

Entrances and clearances.	Number.	Tonnage.
Vessels entered from foreign ports.		
American:		
Sail	130	44,900
Steam	5	896
Foreign:		
Sail	112	69,001
Steam	319	442,137
Total	566	556,934
Vessels cleared for foreign ports.		
American:		
Sail	162	27,620
Steam	7	1,311
Foreign:		
Sail	106	65,309
Steam	350	482,551
Total	625	576,791
Vessels entering coastwise	1,514	948,690
Vessels clearing coastwise	1,664	1,205,077
Total	3,178	2,153,767

Emigrants arriving in 1885	15,928
Emigrants arriving in 1886	14,452
Decrease	1,476

REGISTERED TONNAGE.

Description.	Number of vessels.	Gross tonnage.	Net tonnage.
Permanent register:			
Sail	51	16,291.57	15,484.04
Steam	1	622.25	428.30
Temporary register:			
Sail	23	12,208.56	11,620.02
Permanent enrollments:			
Sail	573	30,594.08	29,059.61
Steam	55	20,928.42	15,468.14
Barges	9	2,207.58	2,207.58
Iron vessels, steam	48	31,099.73	22,570.28
Temporary enrollments:			
Sail	16	4,833.88	4,605.18
Steam	1	189.12	189.12
Licenses under 20 tons:			
Sail	402	4,534.94	4,307.79
Steam (wooden)	56	1,169.85	606.72
Steam (iron)	4	110.70	64.00
Total	1,239	124,790.68	106,610.78
Licenses of enrolled vessels in fisheries	10	324.33	308.12
Licenses of enrolled vessels coasting	681	95,286.16	80,000.25
Licenses of enrolled yachts	4	143.80	122.75
Total	695	95,754.29	80,431.12
Vessels built	58	3,162.61	2,399.41
Vessels lost	39	6,087.12	5,428.57
Vessels abandoned	5	81.43	77.42
Vessels sold to foreigners	2	766.89	730.45

The coastwise trade of this port may be properly mentioned in this connection, as it sustains very important relations to the purposes of this exhibit.

The sea-going branch of that trade is of great volume and value, and extends to all points on the Atlantic seaboard and the Gulf of Mexico, and reaches San Francisco.

Ships of heavy tonnage carry coal from this port to the latter place during the year.

The bay and river trade is equally important and valuable, and is steadily growing. Through this trade is received diversified products, which enter largely into the inland and foreign trade of the country.

In conclusion it may be remarked that a review of this exhibit will afford the proof that the growth and expansion of the commerce of this port is not a matter of local concern only, but one of general interest to the country.

The depth in this channel has been by successive steps increased from 17 feet at mean low water to 27 feet, with an average rise of tide of about 18 inches.

The project of improvement at first adopted and commenced in October, 1853, had for its object to give a channel 22 feet deep at mean low water, with a width of 150 feet.

Little was done before the late war, but afterwards these dimensions were increased, a depth of 24 feet at mean low water being determined upon, with a width of channel ranging from 250 to 400 feet. This channel was completed in 1874, important changes of position having been given to a portion of it by which the distance was materially lessened and the expense of maintenance decreased.

The object of the improvement was to permit the approach to Baltimore at mean low water of vessels drawing from 22½ to 23 feet, and at ordinary high water of vessels drawing 24 and 24½ feet.

The work of 1883 greatly exceeded what was ever accomplished in one year before, and probably more of its kind than was ever executed at any other locality in the United States in a single year. The large amount of 3,083,804 cubic yards of material was removed.

The channel, left in an unfinished condition more than a year, has deteriorated considerably. The estimate of a year ago, for its completion to a uniform width of 400 feet, was $200,000. This is now increased to $230,000, of which sum $150,000 have been appropriated by the law of August, 1886.

Care has been taken of the property belonging to this improvement, and in the office there has been the usual routine work of studies, reports, accounts orrespondence, records, &c.

Total amount appropriated for this work to date	$2,207,627 16
Amount (estimated) required for completion of existing project	80,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	80,000 00

Improving harbor at Breton Bay, Maryland: Continuing improvement, two thousand five hundred dollars.

The work is in the collection district of Annapolis, which is the nearest port of entry. The work is in the fifth light-house district, and the nearest light-house is Blakistone Island Light.

Leonardtown is one of the landings of the Potomac River boats.

The commercial statistics for the year ending December 31, 1885, were as follows:

Total value of natural products	$338,100
Total value of manufactures	331,000
Total	669,100

Breton Bay enters the Potomac River 82 miles below Washington, D. C. For a distance of 3,600 feet its general course from Leonardtown is southeast, where it changes to southwest, and terminates at a distance of 6¼ miles from the town at the 18-foot curve in the Potomac. Its width at Leonardtown is about 850 feet; 1¼ miles below the width is 1,550 feet, and after further widening it contracts at the mouth to about 1 mile. Its least depth is 8.8 feet near Leonardtown, which gradually increases to 18 feet at the mouth. Before improvement the bar extended from Leonardtown to the 9-foot curve in the bay, a distance of about 1 mile. The least depth on it at low water was 5 feet.

The original project contemplated dredging a channel 150 feet wide and 9 feet deep from Leonardtown to the 9-foot curve. A basin was to be dredged at the Leonardtown wharf.

The channel is now 115 feet wide, and not less than 8.8 feet deep. It was found after examination that the basin had decreased in depth at the upper end, and that the channel below the wharf had also decreased in depth for a distance of 2,800 feet. The decreased depth of the basin and of the channel below does not seem to have the same cause. The basin appears to have been filled by the wash from the creeks and banks above it, while the channel below seems to have been much injured by the injudicious management of the steamers.

In order to maintain the depth of water in the channel it is proposed to widen the cut to 200 feet and for a distance of 1½ miles, and to enlarge the basin to a width of 400 feet by 800 in length. The basin and the channel should not be less than 10 feet in depth.

Amount expended.—From the year 1879 to June 30, 1886, $22,950.49 have been expended in excavating 131,358 cubic yards of material, at rates varying from 12 to 18 cents per cubic yard.

Total amount appropriated for this work to date	$29,500 00
Amount (estimated) required for completion of existing project	19,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	19,500 00

For continuing the improvement of the Potomac River in the vicinity of Washington, with reference to the improvement of navigation, the establishment of harbor lines, and the raising of the flats, under the direction of the Secretary of War and in accordance with existing plans, two hundred thousand dollars.

Washington City is in the collection district of Georgetown, D. C. The amount of revenue collected and the commercial statistics are given in the report of the improvement of Washington and Georgetown harbors. Nearest light-house, Jones' Point, Virginia.

Value of receipts and shipments at the harbors of Washington and Georgetown, D. C., during the fiscal year ending June 30, 1886.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Asphalt.....tons..	3,827	$95,675	Oil.....barrels..	1,651	$6,604
Cement.....barrels..	26,865	40,297	Oysters.....bushels..	236,245	94,498
Coal, anthracite.....tons	145,467	727,335	Paving blocks.....	245,733	12,286
Coal, bituminous ....do..	195,105	536,539	Potatoes .....barrels..	2,869	5,738
Compost.....do..	16,045	32,090	Salt.....sacks..	3,257	4,885
Fertilizers.....do..	5,495	219,800	Sand.....tons..	50,000	30,000
Fish.....do..	2,563	153,780	Shingles.....	2,181,100	15,267
Flour (shipped) barrels	88,000	440,000	Stone.....tons..	8,336	83,360
Grain (wheat and corn),			Water and gas pipe do..	389	17,340
bushels.....	65,000	52,000	Watermelons.....	3,9,190	26,335
Ice.....tons..	89,717	448,585	Wood.....cords..	25,081	100,324
Lumber (board measure),					
feet.....	32,951,000	527,216	Total.....	.....	3,698,242
Laths.....	12,572,500	28,288			

The following table shows the amount of miscellaneous freight brought to these harbors, and not included in the foregoing:

By steamer from—	Quantity, tons.	Estimated value.
New York	12,500	$1,000,000
Philadelphia	6,300	504,000
Baltimore	2,000	160,000
Norfolk	43,875	1,096,875
By river steamers	21,300	532,500
Total	.....	3,293,375

Ferry and local passenger steamers not included.

NUMBER OF VESSELS OF VARIOUS CLASSES ARRIVING AND DEPARTING DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

Steamers drawing from 5 to 15 feet	1,050
Vessels drawing from 10 to 18 feet	708
Vessels drawing from 8 to 10 feet	70
Vessels drawing from 4 to 8 feet	1,116
Barges drawing from 4 to 10 feet	363

Ferry and local passenger steamers not included.

The project for the improvement of the Potomac River in the vicinity of Washington, D. C., was adopted by act of Congress passed August 2, 1882, and has for its object the improvement of the navigation of the river by deepening and widening its channels so as to accommodate vessels of the largest class that can reach Giesboro' Point; the establishment of harbor lines beyond which no obstructions, such as wharves, &c., should be built, and at the same time to fill and raise the marshes or flats in front of the city above overflow by the highest freshets, the material taken from the river in deepening and widening the channel to be used in filling the flats.

Before the improvement was commenced the flats or marshes in front of the city had become so offensive that certain parts of the city in their neighborhood were not habitable. The channel to Georgetown was narrow and crooked, and had not sufficient depth to accommodate vessels trading to that port. The Washington Channel leading to the wharves along the front of the city, between Long Bridge and the site of the arsenal, was also inadequate to the wants of commerce. Vessels drawing 16 feet frequently grounded in the Georgetown Channel, and that depth was only maintained by frequent dredging.

The condition of the river front at the time the first appropriation was made had become so bad in a sanitary point of view, that certain parts of the city had become almost impassable. This was caused by deposits, on the city front, of sediment from the river and the solid matter from the sewers which had formed flats or marshes, covering an area of several hundred acres. The flats, on which there was a dense growth of marsh-grass and reeds, were covered by water for about one-half the time, and uncovered the other half. In the latter condition they were exposed for a time each day to the rays of the sun, which, in summer, produced favorable conditions for malarial diseases. The Washington and Georgetown channels had not the depth and width that navigation required, and dredging was frequently necessary for the relief of commerce. The depth of water on the bar below Long Bridge was 16 feet, while on the bar above the bridge it was only 15 feet at mean low tide. A narrow channel through each was kept open by repeated dredging, as they immediately shoaled up after a freshet. During the years 1870 to 1881, inclusive, there had been appropriated for dredging these channels and removing rocks in Georgetown Harbor, the sum of $290,000, most of which was expended in trying to maintain a narrow channel of 16 feet at low tide.

At the present time the condition of the work is as follows: The Washington Channel has a depth of 20 feet at low tide along the city front up to Long Bridge, the width being from 200 to 350 feet. The Virginia Channel up to Georgetown has a depth of about 20 feet (except where it has shoaled by recent freshets), and a width varying from 300 to 500 feet. Nearly the entire portion of the Flats known as Section I, viz, that part lying northwestward of the sewer-canal, has been filled up to a height of about 6 feet or more. On Section II, viz, that portion of the Flats between the sewer-canal and Long Bridge, about 6,700 linear feet of embankment forming the margin of the tidal reservoir has been built, and the excavation for the tidal reservoir itself has been commenced. Of Section III, the part of the Flats below Long Bridge, about 212 acres, have been filled to a height above overflow at high tides. Total amount thus far filled to a height above overflow by ordinary high tides, 375 acres.

During the past year 1,686,183 cubic yards of material were dredged and deposited on the Flats. The most of the dredging was done by means of hydraulic machines of the Von Schmidt pattern, the material being put ashore through pipes.

The object of the improvement is to widen and deepen the channels in Georgetown and Washington so as to accommodate the largest vessels that can reach Giesborough Point; to establish the harbor lines, and, at the same time, to raise the marshes and flats on the city front above overflow by the highest freshets, the material taken from the river in widening and deepening the channels to be used in filling the flats. The latter are to be raised until the portion above Long Bridge is 3 feet above the freshet slope of 1877, and the portion below the bridge has the same height at the middle line, from which it will slope toward each channel to the margin of the fill, where it will be 6 feet above mean low tide. A large tidal reservoir, not less than 8 feet deep, will be established between Long Bridge and the sewer-canal, to supply fresh water to the Washington Channel, which channel, at the upper end, will be cut off from communication with the Virginia Channel. A smaller reservoir is to be established near the foot of 17th street for the purpose of flushing the sewer-canal. The large reservoir is to be provided with inlet and outlet gates of ample dimensions to fill it on the flood tide from the Virginia Channel, and empty it on the ebb tide into the Washington Channel. The plan contemplates the removal or rebuilding of the Long Bridge on fewer piers with wider spans, and also that the sewage now discharged into the Washington Channel be intercepted and conveyed to James Creek.

The total amount appropriated for this work to date, all of which has been expended	$1,275,000 00
Amount (estimated) required for completion of existing project	1,441,365 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	00 00

Improving harbor at Norfolk, Virginia: Continuing improvement, twenty-five thousand dollars.

The importance of these works is so very obvious that the committee do not deem it necessary to describe their situation.

The city of Norfolk, situated on this harbor, has a population of almost 22,000 inhabitants, according to the census of 1880.

From a business point of view Norfolk may be said to be an important port of North Carolina, as well as of Virginia, as a large portion, if not the larger portion, of the trade of the former seeks it.

The commerce of Norfolk and vicinity has grown largely of late. A new short line to New York was completed, called the New York, Philadelphia and Norfolk Railroad, thus making five commercial railroads centering here, besides the two railroads to the summer resorts at Ocean View and Virginia Beach.

The new coaling station at Lambert's Point is bound to take high rank among those of the world.

Lines of steamers run regularly from Norfolk to Richmond, Baltimore, Philadelphia, New York, Providence, Boston, and various ports of North Carolina. It would be difficult to obtain the statistics relative to the enormous coastwise trade in truck, oysters, peanuts, &c.

Commercial statistics for year ending June 30, 1886.

Articles.	Quantities.	Values.	Articles.	Quantities.	Values.
IMPORTS.			EXPORTS—continued.		
Salt.....pounds..	19,614,527	$12,744	Shingles.....number..	545,300	$4,456
Superphosphate ...tons..	900	11,096	Poplar plank.....do....	1,830	2,220
Kainit .....do...	999	7,232	Shuttle blocks....do....	30,000	1,000
Guano .....do...	1,054	61,514	White-oak spokes.do....	6,590	230
Coal ..... do...	255	520	Plank.....do....	759	400
Potatoes.....bushels..	11,091	2,115	Boat .....do....	1	150
Wine .....gallons..	852	597	Church bell.....do....	1	50
Olive oil .....do...	10	4	Grindstones .....do....	390	90
Coffee.....pounds..	170	17	Cartridges.....do....	2,000	44
Maccaroni.....do...	100	5	Muskets.....do....	2	32
Works of art.....	.....	1,465	Cotton ties.....do...	37,000	1,000
Cotton-plush frames.....	.....	49	Coal .....tons..	25,964	70,788
Conch shells.....	.....	3	Manganese .....do...	334	8,390
Olives.....	.....	30	Pyrites ..... do...	259	5,180
	.....		Corn.....bushels..	53,021	30,745
Total.....	.....	127,391	Bark .....bags..	4,951	5,074
			Grain bags....number..	5,975	472
EXPORTS.			Tobacco .....pounds..	107,729	10,618
			Pine plank.....feet..	356,565	5,030
Cotton .....bales..	245,606	11,167,860	Shuttle blocks...cases..	431	715
Staves.....number..	4,510,443	230,561	Wine .....gallons..	10	10
Logs.....do...	6,716	73,240			
W. O. plank .....do...	8,324	28,562	Total.....	.....	11,646,917

Vessels cleared and entered.

Direction.	Cleared.		Entered.	
	Number.	Tonnage.	Number.	Tonnage.
Foreign.....	159	141,913	82	67,168
Coastwise	1,555	1,334,537	1,398	1,215,398
Total	1,714	1,486,450	1,480	1,282,566

Statement of receipts and shipments of cotton at the port of Norfolk for twelve months ending 30th June, 1886:

RECEIPTS.

	Bales.
Received at Norfolk, 12 months, ending 30th June, 1886	562,053

SHIPMENTS.

	Bales.	
Exported direct to Great Britain	235,402	
Exported direct to France	2,328	
Exported direct to the Continent	7,878	
Total exports		245,608
Coastwise—New York, Boston, Providence, Baltimore, and Philadelphia		310,867
Total shipments twelve months, 30th June, 1886		556,475
Receipts twelve years to 30th June, 1886		6,671,379
Shipments twelve years to 30th June, 1886		6,660,672

The receipts and shipments of cotton at the port of Norfolk for the twelve months ending August 31, 1885, are as follows:

RECEIPTS.

Route.	Through.	Local.	Total.
Norfolk and Western Railroad	85,676	140,397	226,073
Seaboard and Roanoke Railroad	60,647	158,024	218,671
Norfolk and Southern Railroad	11,505	41,067	52,572
Chesapeake and Ohio Railroad	6,137	614	6,751
Albemarle and Chesapeake Canal	3,810	43,693	47,503
Dismal Swamp Canal	.....	757	757
Nansemond and James Rivers, &c	.....	2,633	2,633
Total receipts for Norfolk	167,775	387,185	554,960
Deduct received from Wilmington 2,384; Deduct received from Newport News 6,137	8,521	.....	.....
Deduct received from Mobile, Ala 800; Deduct received from Charleston, S. C 221	.....	1,021	9,542
Receipts at Norfolk	159,254	386,164	545,418

RECEIPTS IN ELEVEN YEARS.

Receipts season 1884-'85	159,254	386,164	545,418
Receipts ten years previous	2,815,495	2,751,332	5,566,827
Receipts in eleven years	2,974,749	3,137,496	6,112,245

EXPORTS AND SHIPMENTS.

The direct exports, coastwise shipments, and other details of the distribution of the movement are as follows:

		Bales.
Exported direct to Great Britain since September 1, 1884		277,667
Exported direct to France		6,375
Exported direct to Continent		11,775
Total direct foreign exports		295,817
Coastwise movement:		
New York	90,846	
Boston	74,506	
Providence	31,172	
Baltimore	46,571	
Philadelphia	13,301	
Liverpool, via Newport News	593	
Total coastwise shipments		256,989
Total shipments		552,806
Withdrawn for consumption since February 1, 1885	642	
Burned February 25, 1885	1,968	
Shipped overland to Petersburg and Suffolk	399	
		3,009
Total distribution		555,815

RECAPITULATION.

		Bales.
By stock on hand August 31, 1884		980
By total receipts 12 months ending August 31, 1884		554,960
To direct exports	295,817	
To coastwise shipments	256,989	
To consumption, burned, and overland	3,009	
To stock on hand August 31, 1885	125	
Total		555,940

Following is a summary of the exports and shipments from this port for the past eleven years:

	Foreign.	Coastwise.	Total.
Shipments, 12 months ending August 31, 1885	295,817	256,989	552,806
Shipments, 10 years ending August 31, 1884	2,187,083	3,367,894	5,554,977
Total	2,482,900	3,624,883	6,107,783

The value of our direct exports for season 1884–'85 amount to $14,279,835, an increase of $2,697,010 over the season of 1883–'84, and for the past seven seasons are as follows:

Season.	Bales.	Value.
1878–'79	203,536	$9,143,015
1879–'80	257,085	13,785,209
1880–'81	328,818	17,286,947
1881–'82	331,817	17,573,410
1882–'83	372,529	17,869,682
1883–'84	243,381	11,682,825
1884–'85	295,817	14,279,835

There have been shipped on through bills of lading to Great Britain and the Continent, via Boston, New York, Philadelphia, and Baltimore, 65,917 bales, exclusive of 593 bales shipped via Newport News to Liverpool. These shipments do not appear as our exports, being credited at port where finally cleared.

The shipments via coastwise lines on through bills of lading for the past seven seasons have been as follows:

Season.	Bales.	Season.	Bales.
1878–'79	30,270	1882–'83	91,288
1879–'80	25,614	1883–'84	82,818
1880–'81	40,873	1884–'85	65,917 } 66,510
1881–'82	42,749	Liverpool via Newport News	593 }

Prior to the commencement of this improvement the harbor proper had much deteriorated by filling up, due to many causes.

The project for improvement, which consisted in dredging, was adopted in 1877, and, with slight modifications, all operations have been conducted in accordance therewith. The amount expended to June 30, 1883, was $326,817.32, which resulted in securing a channel having a least width of 200 feet and 25 feet deep at low water, from Hampton Roads to Norfolk, and also the general improvement of the harbor proper, affording additional anchorage ground.

The act of July 5, 1884, appropriated $25,000 for this work. Work was begun November 29, 1884, and completed January 15, 1885, there being removed 88,538 cubic yards of material from the Eastern Branch and 27,861 from the Southern Branch, or a total of 116,399 cubic yards.

The work in the Eastern Branch was through the bar at the mouth, and resulted in a channel at least 22 feet deep and at least 200 feet wide at mean low water from the Norfolk and Western Railroad Bridge down to the mouth. That done in the South-

ern Branch widened the channel on either side, making it at least 25 feet deep, and at least 200 feet wide at same stage, from the navy-yard to the mouth.

The condition of the work on June 30, 1886, was as stated in the Annual Report for 1885, with slight deterioration. The ruling depth is 24 feet at mean low water. This information is necessarily based on a cursory examination, no survey having been made since that of March and April, 1885.

The sum of $507,744.56 can be profitably expended in the fiscal year ending June 30, 1888, with which it is proposed to complete the improvement as projected (for details see Report of the Chief of Engineers, 1885), to the great benefit of navigation, commerce, and to the United States (Norfolk) navy-yard.

Total amount appropriated for this work up to date	$435,033 75
Amount (estimated) required for completion of existing project	457,744 56
Amount that can be profitably expended in fiscal year ending June 30, 1888	457,744 56

Improving approach to Norfolk Harbor and the United States navy-yard at Norfolk, Virginia: Continuing improvement by widening the channel of Elizabeth River towards the port-warden's line on the eastern side, between Lambert's Point Light and Fort Norfolk, including the shoals at Sewell's Point, one hundred thousand dollars.

The act of July 5, 1884, appropriated $50,000 specifically to widen the channel of this portion of Elizabeth River. A Board of Engineer Officers was convened August, 1884, to prepare a project for the application of this appropriation, and submitted reports thereon.

The Board reported a plan involving, in conjunction with dredging, the construction of a dike at or near Pinner Point, expressing at the same time doubts whether, under the phraseology of the law, any part of the money could be applied to a work of construction.

However, the requirements of navigation demanding the widening of the channel as contemplated in the project already commenced and partly executed by dredging, it was recommended that the existing appropriation be applied to widening the channel between Lambert's Point and Fort Norfolk by dredging along the eastern side thereof.

This work has resulted in a straight channel at least 25 feet deep and not less than 400 feet wide at mean low water the entire length of this approach, which formerly had an angle in it.

It has given greater safety and ease to navigation, and promoted and facilitated commerce, trade, the postal service, and the business relating to the navy-yard.

The easterly side of the channel should be buoyed every 1,200 feet to mark it properly.

A plan and specifications have been prepared for building a steam tender for use on this and other works. For details relative thereto see report for this fiscal year on harbor at Norfolk, Va., and its approaches.

The funds available will be applied to contingencies. The sum of $255,600 can be profitably expended in the fiscal year ending June 30, 1888, with which it is proposed to complete the improvement as projected (for details see Report of the Chief of Engineers, 1885), to the great benefit of navigation and commerce, and also the United States (Norfolk) navy-yard.

For commercial statistics see report of this fiscal year on harbor at Norfolk, Va., and its approaches, of which this is a part.

Norfolk is a port of entry.

Total amount appropriated specifically for this work	$187,500 00
Amount (estimated) required for completion of existing project	118,100 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	118,100 00

Improving harbor at Beaufort, North Carolina: Continuing improvement, ten thousand dollars.

Beaufort Harbor, at the eastern terminus of the Atlantic and North Carolina Railroad, is the only harbor of any importance between Chesapeake Bay and Wilmington, N. C., a distance of over 300 miles. It is especially valuable as the natural outlet to the inland commerce of northern and middle North Carolina and as a natural harbor of refuge to vessels overtaken on this most exposed portion of the Atlantic coast. If its channel were marked by range lights it would be the easiest harbor to enter between the Chesapeake and Savannah.

Commercial statistics of Beaufort, N. C.

[Vessels, coasting, 140.]

Articles.	Quantity.	Value.
EXPORTS.		
Clams ... barrels	2,000	$2,000 00
Escallops ... bushels	2,000	800 00
Oysters ... do	40,000	10,000 00
Fresh fish ... packages	2,600	10,400 00
Fresh fish ... pounds	500	12 50
Salt fish ... do	6,000	150 00
Fish-scrap ... tons	1,200	300 00
Fish-oil ... gallons	20,000	4,400 00
Cotton ... bales	1,500	67,500 00
Rice ... bushels	15,000	19,500 00
Irish potatoes ... barrels	1,200	2,400 00
Sweet potatoes ... bushels	200,000	100,000 00
Naval stores ... barrels	1,000	800 00
Watermelons ... number	100,000	8,000 00
General merchandise ... tons	15,136	45,408 00
Total		271,670 50
IMPORTS.		
General merchandise, guano, ice, coal, corn, &c		750,000 00
Total value exports and imports		1,021,670 50

Beaufort Harbor when placed under governmental improvement in 1880 possessed a bar entrance of 15.3 feet least depth at mean low water, with an average rise and fall of tide of 3 feet. At this time, however, the harbor entrance was rapidly deteriorating, its width, measured from Fort Macon Point to Shackelford Point, having increased 500 feet between the years 1864 and 1880, and increased 900 feet more between the years 1880 and 1881, and its bar having rapidly and proportionally shoaled. From the bar, the harbor possessed a channel of 25 feet depth upwards 3.7 miles to the Atlantic and North Carolina Railroad Wharf at Morehead City; and a branch channel of 9 feet depth for 0.6 mile up Bulkhead channel, and of 2 feet minimum depth 0.6 mile further to the wharves of Beaufort City, where coasting vessels had a good wharfage of 7 feet depth and 1,800 feet length.

The projects of 1881, 1882, and 1884, as continued to date, proposed to secure this harbor by stopping further erosions of the sand-banks at Shackelford Point and Fort Macon Point, and thus stopping further deterioration of the bar entrance; and propose to open a 5-foot channel 100 feet wide to Beaufort City. The aggregated amount appropriated for these projects up to 30th June, 1886, is $75,000. The present estimate (that of 1885), $159,000 for the final cost of the work, is based upon the experience of the past years.

Seventy-five thousand dollars have been spent in all upon this improvement up to June 30, 1886, in successfully stopping the erosion of Shackelford Point and Fort Macon Point, in probably arresting the shoaling upon this bar, and in making a careful survey of the present condition of the harbor entrance preparatory to the definite location of further works. No improvement of commerce nor depth of water was thereby expected or obtained, but the retrograde movement has been in general arrested, and the old shore lines have commenced to re form as desired. The commerce is now about $1,000,000 exported or imported.

Total amount appropriated for this work to date	$90,000 00
Amount (estimated) required for completion of existing project	74,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	74,000 00

Improving the inland water-way between New Berne and Beaufort, North Carolina, ten thousand dollars.

This work is in the collection districts of Beaufort and Pamlico, N. C.

No commercial statistics were obtainable.

The amount appropriated by the act of August 2, 1882, was too small for economical work, but improvement was so much needed that small immediate actual results were regarded as more valuable than larger but delayed possible ones.

The project adopted in 1884 for its improvement is to dredge a channel 30 feet wide at top and 5 feet deep at mean low water in Clubfoot, Harlowe, and Newport rivers, connected by the New Berne and Beaufort Canal.

The present project for the improvement of the line of inland navigation from New Berne to Beaufort Harbor, N. C., comprises dredging throughout the whole length of Harlowe River, over a distance of about 17,500 linear feet.

The sum of $194.40 was spent in all upon this improvement up to June 30, 1884, in preliminary surveys, and $1,879.91 more has been expended during the last fiscal year up to June 30, 1885, on necessary surveys and in commencing the proposed canal cutting. Work was commenced, but on account of unexpected obstacles and the small amount of available funds, the contractor could not afford to build or hire the expensive plant that he would need in order to be able to fulfill his contract. Beneficial results have therefore not been as yet obtained, and little can be expected with the present small funds. Work was directed to be stopped to await further action of Congress.

Recommendations for future work are as follows: That this improvement be extended in general accord with the projects of 1883 and 1884 over the whole distance, through the New Berne and Beaufort Canal, as well as through Clubfoot River and Harlowe Creek, so far as to secure a through channel of 5 feet depth at mean low water and 30 feet bottom width from the mouth of Harlowe Creek to the mouth of Clubfoot River, thus completing a 5-foot navigation from New Berne to Beaufort, at a total expense of $85,000, in addition to the $7,794.24 available June 30, 1886.

Amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	77,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50 000 00

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, one hundred and fifty thousand dollars.

This work is located in the collection district of Charleston, S. C., at the port of entry.

The city of Charleston, situated on this harbor, has a population of 49,984 inhabitants, according to the census of 1880.

Commercial statistics to December 31, 1885.

ARRIVED.

Year.	Coastwise.			Foreign ports. American vessels.			Foreign ports. Foreign vessels.			Total.		
	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.
1875	504	382,018	11,949	38	13,144	326	198	88,879	2,404	740	484,041	14,379
1876	471	340,439	10,113	44	11,898	335	224	101,272	2,768	739	453,609	13,216
1877	400	324,919	9,885	32	13,972	308	236	105,480	2,851	668	444,371	12,044
1878	396	322,527	9,623	44	19,935	455	329	163,368	3,967	772	505,830	14,045
1879	383	326,681	10,027	39	12,505	319	246	121,503	3,292	668	460,689	13,638
1880	441	388,026	10,641	38	12,412	327	191	110,771	2,595	670	511,209	13,563
1881	412	399,632	10,377	34	9,430	272	257	121,077	3,073	703	530,239	13,722
1882	410	384,690	9,446	35	4,807	224	200	105,647	2,648	645	495,144	12,318
1883	345	277,538	7,629	26	3,002	157	239	113,768	2,958	610	394,308	10,744
1884	425	304,382	9,822	21	3,910	145	214	134,076	3,269	690	442,368	13,236
1885	375	268,477	9,637	15	2,344	97	187	106,233	2,586	577	377,054	12,320

CLEARED.

1875	461	328,266	10,830	57	24,679	555	211	94,595	2,527	729	447,540	13,912
1876	431	278,744	9,095	60	23,598	516	230	103,376	2,812	721	405,618	12,453
1877	335	234,429	7,719	35	22,767	423	250	108,446	2,910	620	365,662	11,052
1878	266	172,988	5,801	45	24,397	479	398	149,975	3,591	509	347,360	14,045
1879	287	188,212	6,268	34	11,282	292	278	149,052	3,643	599	348,546	10,203
1880	296	190,733	6,348	45	23,210	481	246	155,768	3,375	587	369,711	10,204
1881	268	187,569	5,942	32	9,239	253	278	153,796	3,464	578	356,604	9,661
1882	147	113,699	3,690	40	7,375	273	263	158,250	3,584	450	379,324	7,547
1883	98	48,714	2,018	27	4,560	181	299	154,653	3,815	424	[illegible] 937	6,014
1884	*212*	*116,020*	*4,555*	*31*	*7,845*	*217*	*276*	*161,588*	*3,727*			*8,499*
1885	*191*	*99,658*	*5,047*	*24*	*5,217*	*164*	*204*	*119,602*	*2,836*			*8,047*

Commercial statistics to December 31, 1885—Continued.

COMMERCE.

Year.	Value of exports.	Value of imports.	Duties collected.
1875	$19, 655, 966	$680, 343	$80, 656 00
1876	18, 068, 152	455, 562	89, 168 00
1877	16, 917, 492	161, 237	46, 848 00
1878	21, 167, 575	184, 127	36, 990 00
1879	18, 698, 126	127, 981	24, 070 00
1880	24, 929, 259	248, 158	46, 453 98
1881	21, 927, 269	713, 049	99, 066 23
1882	19, 907, 099	459, 970	45, 263 33
1883	20, 144, 365	467, 648	48, 760 69
1884	20, 833, 424	503, 504	36, 024 76
1885	15, 157, 889	588, 191	32, 741 68

Arrivals and clearances of vessels, and commerce at Charleston, S. C., *from January* 1, 1885, *to December* 31, 1885.

	Coastwise.			Foreign ports.						Total.		
				American vessels.			Foreign vessels.					
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
ARRIVED.												
Entered through custom-house	375	268, 477	9, 637	15	2, 344	97	187	106, 233	2, 586	577	377, 054	12, 320
Not entered through custom-house	540	284, 729	.....	...	....	.....	....	.....	.....	540	284, 729	.....
Total	915	553, 206	9, 637	15	2, 344	97	187	106, 233	2, 586	1, 117	661, 783	12, 320
CLEARED.												
Through custom-house	191	99, 658	5, 047	24	5, 207	164	204	119, 602	2, 836	419	224, 467	8, 047
Not through custom-house	684	427, 540	.....	....	.....	.....	....	.....	.....	684	427, 540	.....

The works of improvement now in progress of construction comprise two jetties, composed of riprap stone resting on a broad foundation mattress of logs and brush, with a mattress hearting wherever deemed expedient and advantageous.

The two jetties spring, respectively, from Sullivan's and Morris islands, and converge towards each other on curves in such manner as to cross the bar on parallel lines at a distance of about 2,900 feet from each other.

By this project it is designed to establish and maintain by means of two jetties a low-water channel of not less than 21 feet depth across the bar, upon which the greatest available depth has heretofore been only 11½ feet. The estimated cost of the project was $3,000,000.

Previous to the spring of 1878 there had been expended by the General Government in the improvement of the ship-channels in Charleston Harbor, subsequent to the close of the civil war (from 1871 to 1878), the sum of $93,700 in taking up the wrecks of fourteen iron-clad and wooden vessels sunk during the war, and in removing a portion of the Bowman Jetty projecting into Beach Channel.

The total amount appropriated for this work to date	$1, 482, 500 00
The total amount expended to June 30, 1886	1, 294, 945 00
Amount (estimated) required for completion of existing project	1, 525, 000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	750, 000 00

Improving harbor at Georgetown, South Carolina: Continuing improvement, four thousand dollars.

Georgetown is a port of entry.

This harbor is situated at the head of Winyaw Bay, about 13 miles from the ocean, and at Georgetown, a place of considerable commercial importance, having nearly 3,000 inhabitants. There is one railroad here, on which is run daily a train to and from Lane's, a station on the northeastern railroad, giving the town very good facilities for mails and travel in any direction.

There are regular lines of large first-class schooners to New York and Baltimore, as well as lines of steamers to Charleston, S. C., and up the various rivers emptying their waters into Winyaw Bay.

The cultivation of tide-water rice is largely carried on in this vicinity, and much of it is milled and prepared for Northern markets in Georgetown.

Commercial statistics for year ending June 30, 1886.

Articles.		Quantity.	Value.
EXPORTS.			
Lumber	fee	5,535,356	$69,191 95
Shingles	number	5,811,508	72,643 85
Rosin	barrels	143,496	215,244 00
Spirits turpentine	do	27,503	412,545 00
Cotton	bales	31,979	1,439,055 00
Rice	barrels	28,058	505,044 00
Tar	do	570	712 50
Wool	bales	89	8,900 00
Hides	do	25	1,250 00
Wax	barrels	6	240 00
Cross-ties	number	19,655	6,879 25
Crude turpentine	barrels	147	467 50
Furs	cases	1	100 00
IMPORTS.			
General merchandise	tons	30,000	1,025,000 00
Total value exports and imports			3,757,273 05

The approximate value of imports, consisting of general merchandise, hay, salt, lime, fertilizers, &c., is $954,000 to Georgetown proper, and $765,000 to up-river landings.

The commerce is carried on by about 30 sail of sea-going vessels of about 300 tons (average) capacity each. There are also 7 steamers employed on the rivers and plying between this port and Charleston, S. C.

Two first-class tug-boats do the towing and are kept quite busy during the entire year. In addition to the above there are numerous small sailing craft, pole-flats, and other boats, bringing and taking freight, but of which no account can be gotten.

This harbor, prior to governmental improvement in 1880, had an excellent well-protected anchorage of at least 1 mile in length, 150 width, and 15 feet depth. A bar of about 2,850 feet length and with only 9 feet depth of water was the only obstacle to an otherwise good 13-foot navigation from Georgetown 13 miles to the ocean. The commerce of this harbor is estimated to have then been about $2,000,000 of transported goods per year.

The original project of 1881, as continued to date, proposed for $14,000 to secure a dredged channel of 200 feet bottom width and 12 feet low-water depth entirely through this bar.

Recommendations for future work are as follows: That the above improvement be completed in accordance with the present approved and adopted project, so as to secure a channel of 12 feet depth at mean low water, and of about 200 feet bottom width, entirely through the bar.

The channel once thoroughly opened will probably be permanent. By this improvement ocean vessels of 12 feet draught, after once crossing the Winyaw Bay Bar, can proceed without further delay 15 miles further to their anchorage at Georgetown.

Eleven thousand nine hundred and eighty-six dollars and four cents have been expended in all up to June 30, 1886, giving a through cut entirely across the bar with 12 feet low-water depth, and with a variable width of from 40 to 80 feet. The com-

merce of the harbor is now about $3,500,000 per year, showing a total increase of $1,500,000 per year above that of 1880.

Total amount appropriated for this work to date	$17,000 00
Amount (estimated) required for completion of existing project	24,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	24,000 00

Improving harbor at Brunswick, Georgia: Continuing improvement, eighteen thousand dollars.

This improvement is located in the collection district of Brunswick, Ga., at the port of entry. Amount of import and other duties collected in 1885, $3,939.27.

Arrivals and clearances of vessels, and commerce, at Brunswick, Ga., from January 1, 1878, *to December* 31, 1885.

ARRIVED.

Years.	Coastwise.			Foreign ports.						Total.		
				American vessels.			Foreign vessels.					
	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.	Vessels.	Tonnage.	Crew.
1878	116	32,584	800	36	10,218	270	41	19,008	493	193	61,810	1,613
1879	148	44,397	1,000	33	8,235	232	40	17,589	468	221	70,221	1,790
1880	271	77,656	1,892	36	11,219	317	30	14,996	432	340	103,871	2,641
1881	279	100,451	2,239	13	4,174	98	63	30,279	751	355	134,904	3,088
1882	335	123,149	2,659	7	2,095	57	63	26,958	694	405	152,202	3,410
1883	299	110,302	2,368	11	4,814	107	87	40,765	979	397	155,881	3,454
1884	239	88,063	2,893	10	4,434	88	126	62,818	1,435	375	155,315	3,416
1885	242	93,280	1,928	10	3,216	97	94	43,284	1,037	346	139,780	3,052

CLEARED.

1878	124	32,767	874	28	9,231	236	49	21,218	550	201	63,216	1,660
1879	157	42,345	1,116	21	7,172	172	47	21,730	555	225	71,247	1,843
1880	270	78,913	2,010	14	5,010	115	48	19,970	550	332	103,900	2,675
1881	252	82,155	1,732	17	7,218	156	87	42,659	1,014	356	132,032	2,902
1882	278	96,170	2,086	19	7,761	170	101	48,699	1,139	398	152,630	3,395
1883	257	91,036	1,963	28	11,268	240	124	55,717	1,369	411	158,021	3,571
1884	176	62,927	1,322	38	16,209	335	148	70,612	1,633	362	149,748	3,290
1885	196	71,345	1,481	21	8,696	190	135	62,437	1,456	352	142,478	3,127

COMMERCE.

Years.	Value of exports.	Value of imports.	Total collections.
1878	$1,372,842	$400	$4,500 97
1879	1,394,401	3,197	5,644 33
1880	1,702,570	8,098	17,723 27
1881	2,230,000	4,377	29,305 30
1882	2,700,000	2,739	20,058 90
1883	3,437,000	3,093	24,911 61
1884	3,500,000	958	19,730 32
1885	3,063,960	4,008	3,939 27

Comparative statement of receipts and shipments of naval stores.

Year.	Receipts (barrels).						Shipments (barrels).							
	Stock on hand.		Receipts for year.		Total.		Coastwise and interior towns.		Foreign.		Stock on hand.		Total.	
	Rosin.	Spirits.	Rosin.	Spirits.	Rosin.	Spirits.	Rosin.	Spirits.	Rosin.	Spirits.	Rosin.	Spirits.	Rosin.	Spirits.
1880..	3,000	600	36,495	8,661	39,495	9,261	29,339	8,371	7,201	650	2,935	240	39,475	9,261
1881..	2,935	240	67,562	13,490	70,297	13,730	37,029	8,621	18,077	3,009	15,191	2,100	20,297	13,730
1882..	15,191	2,100	104,357	23,459	119,548	25,559	46,785	11,538	52,972	11,826	19,791	2,200	119,548	25,559
1883..	19,791	2,200	80,078	16,105	99,769	18,305	9,846	5,183	74,687	12,229	15,236	893	99,769	18,305
1884..	15,236	893	105,622	23,449	120,858	24,342	22,859	2,565	98,983	20,167	8,016	1,610	120,858	24,342
1885..	8,016	1,610	92,958	20,900	100,974	22,510	20,197	3,556	68,814	16,169	11,963	2,785	100,974	22,510

The population of the city of Brunswick is rapidly increasing. In 1870 it was 2,100; in 1880, 2,900; in 1884, 5,500; and now it is estimated at 6,000. The city is easily accessible from the sea, with a practicable mean low-water depth of 16 to 17 feet on the bar, equivalent to about 23 feet at mean high water.

It appears that in 1885 the shipments of timber, foreign and coastwise, aggregated 89,750,000 feet, valued at $1,231,282. In the same year the export of naval stores is said to have amounted to 87,453 barrels of rosin, and 891,863 gallons spirits of turpentine, of a total value of $565,502. Of another staple article, cotton, 21,788 bales were shipped, all coastwise, of an estimated value of $1,080,000. In each of the years 1883–'84 and 1885 the aggregate value of goods exported exceeded $3,000,000, and averaged $3,333,653. In previous years the value of exports was considerably below that average.

Brunswick is directly connected with the interior of the State of Georgia by two railroads: The Macon and Brunswick Railroad and the Brunswick-Albany Railroad. Both lines traverse vast tracts of timber land, and they are expected before long to connect with other railroads to form continuous lines of transportation with the western sections of country drained by the Mississippi. The prospects are that the city of Brunswick will continue to increase in population and commercial importance, and it seems desirable that Government should supply as early as possible the funds required to remove the obstructions to navigation below the city wharves.

The project for the improvement of this harbor was submitted in 1876, and modified in 1880. The plan comprises the construction of a jetty starting from the northeasterly end of Buzzard's Island and located approximately parallel to and 1,000 feet distant from the established pier-head line on the opposite shore, for the purpose of contracting the water-way and concentrating the current upon the shoal above referred to. The bottom being hard and tough, expensive dredging has been necessary.

The object of these operations is to establish and maintain a ship-channel of 15 feet depth at mean low water, equivalent to about 22 feet at mean high water, through the shoal located about a mile below the city of Brunswick, where heretofore there existed a low-water depth of only 9 feet.

Total amount appropriated for this work to date	$92,500 00
Amount (estimated) required for completion of existing project	97,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, seventy-five thousand dollars.

This work is located in two collection districts, the north jetty being in the collection district of Saint Mary's, Ga., and the south jetty in that of Fernandina, Fla. Fernandina is the nearest port of entry.

Arrivals and clearances of vessels, and commerce, at Fernandina, Fla., from January 1, 1875, *to December* 31, 1885.

ARRIVED.

Year.	Coastwise.			Foreign ports.						Total.		
				American vessels.			Foreign vessels.					
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
1875	212	117,363	4,192	47	10,379	359	12	7,437	135	271	135,179	4,686
1876	210	141,354	4,749	25	4,893	179	28	9,232	249	263	155,479	5,177
1877	150	100,581	3,343	31	8,768	217	40	12,547	404	221	121,896	3,964
1878	183	120,845	3,900	17	3,985	101	22	8,294	215	222	133,124	4,216
1879	205	133,020	4,138	28	10,634	232	10	5,639	126	243	149,293	4,516
1880	270	146,722	4,470	34	22,396	598	22	9,463	240	326	188,581	5,308
1881	273	171,548	4,186	17	11,809	314	24	11,593	271	278	195,040	4,771
1882	239	146,383	3,279	16	9,056	242	15	6,639	151	270	162,078	3,672
1883	183	96,987	2,453	6	1,769	43	14	5,229	137	203	103,935	2,633
1884	176	105,061	2,864	3	865	21	10	4,029	88	189	109,955	2,973
1885	169	111,698	3,131	7	999	47	22	9,785	210	198	122,482	3,388

CLEARED.

1875	229	121,028	4,303	31	8,239	228	15	5,343	212	275	134,610	4,743
1876	244	161,154	5,058	21	6,040	147	26	9,002	269	291	166,196	5,474
1877	165	106,615	3,500	24	6,340	166	42	13,741	412	231	126,696	4,168
1878	195	124,883	4,086	10	4,911	123	26	9,080	236	240	138,874	4,445
1879	175	129,054	4,079	31	11,067	258	12	8,016	164	218	148,737	4,501
1880	244	155,659	4,505	31	14,207	327	24	10,202	240	299	180,068	5,072
1881	204	138,598	3,730	41	22,007	506	31	15,335	351	276	175,940	4,587
1882	217	136,666	3,166	39	15,497	370	31	14,962	321	287	167,125	3,857
1883	153	85,815	2,245	32	8,925	210	24	9,413	231	209	94,153	2,686
1884	178	104,462	2,688	27	8,831	176	15	6,488	158	210	119,781	3,022
1885	185	112,936	2,970	33	10,251	249	21	9,393	221	239	132,580	3,440

COMMERCE.

Year.	Value of exports.		Value of imports.		Total commerce.	Duties collected.
	Foreign.	Coastwise.	Foreign.	Coastwise.		
1875	$209,791	$1,109,979	$14,304	$755,718	$2,089,792	$1,817 84
1876	226,076	1,170,240	46,479	1,131,032	2,573,827	2,181 40
1877	310,225	676,855	19,304	1,146,363	2,152,747	2,376 00
1878	248,000	780,607	8,142	872,234	1,908,983	2,090 00
1879	275,470	921,368	11,038	1,360,432	2,568,308	3,424 00
1880	257,780	667,092	3,676	1,365,857	2,294,405	7,808 00
1881	292,100	1,064,394	11,791	1,736,546	3,104,831	8,183 00
1882	292,400	1,342,421	45,792	1,536,588	3,217,201	36,590 00
1883	248,600	2,573,010	11,229	2,262,755	5,095,594	5,566 00
1884	173,600	1,164,462	1,874	1,738,620	3,078,556	1,331 00
1885	214,726	2,134,541	4,180	1,502,544	3,855,991	1,451 28

The plan for the improvement of the entrance to Cumberland Sound comprises the construction of two low jetties composed of riprap stone resting upon a foundation mattress of logs, or logs and brush, starting, respectively, from the shores on opposite sides of the entrance and extending seawards across the bar upon lines so directed that the outer ends will be parallel to each other and from 3,000 feet to 3,500 feet apart, or such distance as may hereafter be deemed necessary. The available low-water depth has heretofore varied from 11 feet to 13 feet, with a mean rise and fall of tides of about 6 feet. Two low jetties reaching entirely across the bar would be expected to maintain a low-water channel not less than 20 to 21 feet deep. Greater depth may be secured by carrying the jetties to higher levels.

The cost of the work was estimated at $2,071,023.

On account of the small appropriations hitherto made for this improvement, entirely disproportionate to its magnitude, and the frequent and prolonged suspension of operations resulting therefrom, this original estimate of cost will probably be considerably exceeded.

SUMMARY OF WORK DONE TO THE PRESENT TIME.

North jetty.—This work was commenced in June, 1881. From its shore end on Cumberland Island, the foundation course or apron, consisting of log and brush mattresses overlaid with broken stone, extends 2,200 feet on a range bearing south 63½ degrees east, crossing Cumberland Channel. It then follows a range bearing south 80 degrees east for a length of 5,172 feet. The total length of the apron is therefore at present 7,372 feet. Its seaward end is located in shallow water not far from the North Breakers, north of Pelican Shoal. The mattresses are from 25 to 52 feet wide, and from 19 to 22 inches thick. At the deeper portions of Cumberland Channel, for a length of 1,493 feet, a second course of mattresses, 20 feet to 25 feet wide, rests upon the bottom course. Here the foundations for two spurs were also laid on the south side of the jetty. Thus far 15,612 cubic yards of riprap stone have been used in the work.

South jetty.—The south jetty was commenced in June, 1882. Its starting point is located on the eastern shore of Amelia Island, about 5,700 feet from Fort Clinch. The bottom course has been laid to an aggregate length of 7,667 feet, the mattresses varying from 40 to 100 feet in width. The jetty, from its starting point on Amelia Island, follows a course due east for a distance of 1,619 feet. Thence it is laid for the balance of the length of bottom course so far constructed, upon a range north 68 degrees 32 minutes east. The mattresses are about 18 inches thick, and are loaded with an average of 12 inches of stone. For about half a mile the jetty is laid in comparatively shallow water; the rest of the work, extending seaward, passes through water of from 17 to 20 feet depth at mean low tide.

The expenditures to June 30, 1886, aggregated $254,235.36.

Since the cost of the approved project is estimated at $2,071,023, an aggregate sum of $1,816,023 remained to be provided for by appropriations on July 1, 1886.

Total amount appropriated for this work to date	$367,500 00
Amount (estimated) required for completion of existing project	97,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving harbor at Savannah, Georgia: Continuing improvement, sixty-five thousand dollars.

This work is located in the collection district of Savannah, at the port of entry.

The city of Savannah, situated on this harbor, has, according to the census of 1880, a population of 30,709 inhabitants. Amount of duties collected in 1885, $45,132.40.

Arrivals and clearances of vessels and commerce at Savannah, Ga., from January 1, 1873, *to December* 31, 1885.

ARRIVED.

Years.	Coastwise.			Foreign ports.						Total.			Greatest draught.
				American vessels.			Foreign vessels.						
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	
													Feet.
1873	463	381,595	11,934	34	16 140	383	213	119,316	2,999	710	517,051	15,316	17.50
1874	418	354,700	10,048	66	41,030	847	284	182,517	4,232	768	578,247	15,127	17.50
1875	370	310,877	10,102	67	39,298	781	222	145,748	3,290	659	495,923	14,173	17.50
1876	355	320,015	10,348	58	40,832	987	260	169,649	5,865	673	530,496	15,200	17.75
1877	333	379,826	10,867	54	40,948	951	287	168,247	3,950	674	589,021	15,768	18.25
1878	322	385,532	10,688	61	45,208	1,576	326	235,787	5,814	709	666,527	18,078	18.50
1879	319	411,794	8,235	30	21,994	439	379	198,040	3,960	628	631,828	12,634	17.75
1880	338	446,881	9,996	14	7,724	170	244	172,224	3,533	596	626,829	13,699	18.33
1881	383	508,422	11,069	21	10,729	237	254	151,463	3,474	658	670,614	14,780	19.00
1882	391	544,448	12,605	11	4,865	106	204	115,061	2,718	606	664,374	16,429	19.00
1883	380	468,226	10,659	10	4,115	90	160	87,025	1,965	550	559,366	12,714	18.25
1884	388	482,017	13,735	14	5,632	116	287	174,676	3,984	689	663,225	17,835	19.00
1885	395	493,619	14,622	12	5,058	125	251	163,321	3,416	658	661,989	18,163	20.75

Arrivals and clearances of vessels and commerce at Savannah, Ga., &c.—Continued.

CLEARED.

Year.	Coastwise.			Foreign ports.						Total.			Greatest draughts.*
				American vessels.			Foreign vessels.						
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	
													Feet.
1873	466	398,050	13,749	65	80,102	689	224	129,164	3,194	755	557,316	17,632	17.50
1874	480	407,295	12,748	71	40,397	822	220	145,038	3,437	780	592,730	17,007	17.50
1875	319	284,831	9,376	72	39,311	804	195	128,086	2,924	586	452,228	13,104	17.50
1876	410	361,999	11,222	80	49,483	1,163	185	119,699	2,827	675	531,181	15,212	17.75
1877	400	439,370	12,081	65	44,829	1,066	161	103,342	2,589	626	587,541	15,736	18.25
1878	378	418,958	10,475	64	40,128	1,255	260	183,757	5,375	702	642,843	17,105	18.50
1879	365	442,734	8,834	36	24,891	497	223	156,470	3,129	624	624,095	12,460	17.75
1880	310	434,864	10,108	26	12,536	271	242	168,255	3,446	578	615,655	13,825	18.33
1881	369	508,422	11,458	22	13,052	253	261	180,579	3,745	652	702,053	15,456	19.00
1882	350	506,213	11,917	23	9,155	205	209	135,375	3,023	582	650,743	15,145	19.00
1883	355	415,720	9,780	10	4,115	90	165	87,400	2,015	530	507,235	11,885	18.25
1884	360	452,802	13,363	15	5,634	131	288	194,075	4,315	663	652,511	17,809	19.00
1885	414	502,773	14,672	20	8,722	148	228	154,858	3,344	662	666,353	18,164	20.17

COMMERCE.

Years.	Value of exports.	Value of imports.	Duties collected.	Years.	Value of exports.	Value of imports.	Duties collected.
1873	$29,850,275 00	$890,664 00	$160,011 77	1880	$49,297,981 25	$660,974 00	$78,458 41
1874	50,500,945 94	788,220 00	110,492 74	1881	47,448,117 00	952,512 00	356,550 22
1875	46,004,295 60	511,818 00	61,625 44	1882	48,349,033 00	657,255 00	61,148 70
1876	41,236,581 00	511,528 00	58,163 36	1883	50,890,937 00	567,182 00	65,245 34
1877	33,569,981 00	564,937 00	34,959 93	1884	50,934,184 00	696,434 00	49,147 28
1878	41,793,477 71	505,596 00	23,364 35	1885	42,253,397 00	513,286 00	45,162 40
1879	44,980,070 89	378,782 00	27,778 73				

The project under which operations have lately been carried on is an enlargement of two previous projects, dated August 28, 1873, and March 19, 1879, respectively. These two projects embraced the following general details of work:

Widening the water-way at the city front.

Deepening, widening, and straightening the channel by dredging at various points below the city to the vicinity of Tybee Roads.

A dam at the Cross Tides, 4 miles above the city.

A short bulkhead on the Hutchinson's Island side, opposite the upper part of the city.

Adopting the north channel of the Savannah River for final improvement, in preference to the south channel, from the head of Elba Island to the head of Long Island, which required the construction of a low dam across the upper end of the south channel, closing the lateral channels connecting the north channel with the south channel, from Elba Island to Cockspur Island, and some shore protection, such land along the water-front on Hutchinson's Island and Fig Island, opposite the city of Savannah, as might be needed in widening the channel-way at these localities, was to be purchased.

The enlarged project comprised in substance features of the two previous plans, and provided in addition for a number of works, chiefly wing-dams, that are considered to be necessary for the further improvement of the channel of navigation from Tybee Roads to the city of Savannah, with a view of rendering the improvement practically permanent.

As soon as an appropriation for this object is made available it is proposed to expend it in repairing the damages caused by the late cyclone; in completing the long dam at Oyster Bed Shoal; raising and strengthening Cross Tides Dam where necessary; building a new wing-dam from the lower end of Jones Island, and in dredging at points where it may be required.

The total expenditures to June 30, 1886, were $879,056.10.

Total amount appropriated for this work to date	$1,032,000 00
Amount (estimated) required for completion of existing project	180,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	180,000 00

Improving harbor at Apalachicola, Florida: Continuing improvement, ten thousand dollars.

Apalachicola Bay is in the collection district of Apalachicola, which is the nearest port of entry. Nearest light-house, Cape Saint George Light. Nearest fort, defenses of Pensacola, Fla. Amount of revenue collected during fiscal year, $1,320.

The commercial statistics for the year ending June 30, 1886, were as follows:

Port of Apalachicola, Fla.

Class, &c.	Coastwise.		Foreign.	
	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
ARRIVED.				
Sailing vessels	28	27	63	45
Total tonnage	8,896	7,911	34,936	23,357
CLEARED.				
Sailing vessels	32	35	66	37
Total tonnage	10,593	11,534	36,335	20,343

Value of exports and imports and duties collected.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Value of exports	$266,000 00	$164,000 00
Value of imports	1,512 00	2,882 00
Duties collected	985 00	1,320 00

ADDITIONAL INFORMATION AND STATISTICS OF WHICH NO OFFICIAL RECORD IS KEPT IN CUSTOM-HOUSE.

Number of steamers on river 6, of which one arrives at Apalachicola about every day.

Number of small coaling vessels, from 20 to 300 tons, that enter this port for cargo, of which no official record is kept (for 1886), 150.

Merchandise shipped coastwise for 1886, $1,500,000.

Merchandise received for Apalachicola and up the river, $1,000,000.

The following statement of the number of vessels entered and cleared coastwise at and from the district and port of Apalachicola, Fla.:

Year.	Entrance.		Clearance.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
1875	29	1,139	23	896
1876	18	424	18	425
1877	22	351	17	204
1878	12	1,150	16	1,911
1879	12	1,803	26	3,927
1880	37	9,568	41	10,704
1881	51	10,426	63	15,075
1882	50	12,647	62	18,346
1883	34	9,699	37	12,283
1884	29	9,579	34	10,695
Total	294	56,786	337	74,466

The present project for this improvement was adopted in 1880, the object being to afford a channel of entrance from Apalachicola Bay into Apalachicola River, up to the wharves of the city of Apalachicola, 100 feet wide and 11 feet deep at mean low water. Before the improvement was begun the channel had an available depth of 4 feet.

The balance available and the appropriation asked for is to be used in extending, widening, and deepening the cut by dredging, under the project.

The total amount appropriated for this work to date	$67,000 00
Amount (estimated) required for completion of existing project	56,696 73
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving harbor at Cedar Keys, Florida: Continuing improvement three thousand five hundred dollars.

Cedar Keys Harbor is in the collection district of Cedar Keys, and is a port of entry. Nearest light-house, Cedar Keys Light. Nearest fort is Fort Marion.

The harbor of Cedar Keys lies on the Gulf side of the Peninsula Florida. It is the terminus of the Florida Transit and Peninsula Railroad. For many years this was the only line of railroad between the Gulf and the Atlantic south of Pensacola, in Florida.

The commercial statistics for the fiscal year ending June 30, 1885, for this harbor are as follows:

Vessels.	Entered.				Cleared.			
	Coastwise.		Foreign.		Coastwise.		Foreign.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons*	*No.*	Tons
Steamers	12	6,178	4	2,892	13	6,432	.....	.....
Sailing vessels	6	1,812	1	141	6	368	2	427
Total	.....	7,990	.....	3,033	.....	6,800	.....	427

Value of imports	$20
Value of exports, yellow-pine lumber	1,300

Class, &c.	Coastwise.		Foreign.	
	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
ARRIVED.				
Steamers	12	2	4	None.
Sailing vessels	6	3	1	None.
Total tonnage	7,928	1,089	3,033	None.
CLEARED.				
Steamers	13	None.	None.	None.
Sailing vessels	6	6	2	2
Total tonnage	7,422	1,498	427	587

Value of exports and imports and duties collected.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Value of exports	$1,112	$2,500
Value of imports	2,050	None.
Duties collected	2,090	None.

An improvement was made of this harbor in 1872–1881, as follows:

A cut 200 feet wide and 11½ feet deep, down to the limestone, through the Middle Ground; another 200 feet wide and 12 feet deep, through the outer bar, excepting at a point 80 feet from the line of black buoys, where the limestone is 11½ feet under the surface; the remaining 120 feet on the east side of the cut being fully 12 feet deep.

The present project for the improvement of this harbor was adopted in 1884. It consists in cutting a channel, by dredging and rock excavation, 200 feet wide and 10½ feet deep at mean low water, through the Middle Ground. No work has been done under the present project on this harbor by reason of the time for the contractor to begin work having been extended into the fiscal year 1885–'86, and for this latter year no report is made as yet.

The appropriation asked for would be expended in continuing work under the present project.

Total amount appropriated for this work to date	$94,500 00
Amount (estimated) required for completion of existing project	13,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	13,000 00

Improving harbor at Pensacola, Florida: Continuing improvement, seven thousand five hundred dollars.

The work is situated in the collection district of Pensacola, Fla., which is the port of entry, and near Pensacola light-house and Forts Pickens and Barrancas.

The harbor of Pensacola, Fla., is undoubtedly the finest harbor on the Gulf of Mexico. It covers an area of over 20 square miles, with ample depth and good anchorage ground; is perfectly landlocked and easy of access.

In this harbor is also located a United States navy-yard, the only one on the Gulf of Mexico, and this fact alone would make the preservation of a deep channel through its entrance a work of national importance.

The population of the city of Pensacola, situated on this harbor, according to the census of 1880, is 6,845.

The commercial statistics for this port are as follows:

The export trade of this harbor is principally carried in vessels of large capacity and consequently deep draught, the principal article of export being a bulky material, lumber and timber.

The capacity of these vessels sometimes exceeds 1,800 tons; for this reason a considerable depth of water over the bar is desirable.

During the past fiscal year there were entered at the port of Pensacola 516 vessels, whose aggregate tonnage was 319,407 tons. There were cleared 525 vessels, whose aggregate tonnage was 325,393 tons. In the traffic of Pensacola Harbor 112 steamers and sailing vessels were employed.

There were exported 8,825 bales of cotton, and 107,701,000 feet, B. M., of lumber and timber.

Value of imports and exports.

Direction.	1886.	1885.	Remarks.
Value of exports to foreign ports	$2,184,068	$1,967,275	There has been a large increase in coastwise imports, especially of fertilizers and guanos.
Value of exports to coastwise ports	827,890	806,635	
Total value of exports	3,011,958	2,773,910	
Value of imports from foreign ports	159,237	9,912	
Value of imports from coastwise ports	(*)	536,682	
Total value of imports	159,237	546,594	
Total value of imports and exports	3,171,195	3,320,504	

* No record.

Custom-house receipts.

Description.	1886.	1885.
Duties on imports	$5,369 41	$9,911 95
Tonnage tax	13,595 46	8,316 15
Marine hospital tax	3 84	538 62
Fines, penalties, and forfeitures	.....	202 78
Inspection of steam vessels	190 00	110 00
Immigrant fund	16 00	19 50
Official fees	3,117 59	2,746 80
Miscellaneous	.....	959 99
Total	22,292 30	22,835 79

The improvement of this harbor was commenced in 1878, by the removal of certain wrecks forming obstructions to navigation.

A plan of improvement was adopted which contemplates the temporary relief of navigation by dredging a channel across the inner bar, and the preservation of the shore-line at the site of Fort McRee by the construction of jetties and shore protection, for the purpose of protecting the site for defensive works, and preventing further changes in the tidal currents, the channel to be dredged to a depth of 24 feet with a width of not less than 300 feet.

The expenditure up to the present time of $192,223.99 has resulted, as to the channel, in obtaining a depth of 24 feet at mean low water over the inner bar, with a width of 120 feet. This increased width and depth were not maintained by the tides, and the channel has required redredging. On June 30, 1886, a least depth of 23 feet existed.

It is proposed to apply the funds remaining on hand, and the appropriation asked for, to the completion of the works of shore protection at the site of Fort McRee in such manner as will make them reasonably permanent, and to the continuance of the work of dredging the inner bar for the relief of navigation.

Total amount of appropriation for the work up to date $214,670 00
Amount (estimated) required for completion of existing project 20,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 ..... 20,000 00

Improving harbor at Tampa Bay, Florida: Continuing improvement, ten thousand dollars.

Tampa Bay is in the collection district of Key West, which is the nearest port of entry. Nearest light-house, Egmont Key Light. Nearest fort is Fort Jefferson, Florida.

Commercial statistics for the year ending June 30, 1886, were as follows:

Port of Tampa, Fla.

From October 31, 1885, to June 30, 1886.	Steamers.	Sailing vessels.	Total tonnage.
Coastwise	100	16	562,484
Foreign, by way of Key West	66	.....	144,936

Tabulated statement of arrivals of passenger steamers, passengers and baggage, and duties collected thereon, for port of Tampa, Fla.

Period.	Total number of trips. Lines. Plant.	Morgan.	Total number of passengers carried.	Total number of pieces of baggage.	Duties collected on baggage.
From November 28, 1884, to May 1, 1885	12	11	305	545	$223 78
From October 31, 1885, to June 30, 1886	40	26	1,142	2,279	2,181 83

Tampa Bay is a large indentation in the Gulf coast of Florida, and the portion proposed for improvement extends from the wharves of the town of Tampa, near the mouth of the Hillsborough River, to the deep basin in the bay.

Tampa is the terminus of the South Florida Railroad, which there forms connection with the steamship lines for Key West, Havana, and New Orleans. The South Florida Railroad gives by its connections at present a through line to the North, East, and West by the Saint John's River from Sanford, the eastern terminus. Two other railroads are projected to Tampa, the Florida Railway and Navigation Company and the Florida Southern.

An examination of Tampa Bay, with a view to its improvement, was made in 1879.

The proposed improvement consists in deepening and widening the channel from Tampa to the bay by dredging and rock excavation so as to give a clear depth of 9 feet at mean low water, with a width in the river of 200 feet and in the bay of 150 feet, a total distance of about 5¾ miles.

Operations have been carried on since April 27, 1881, under appropriations made by Congress in 1880, 1881, and 1884, aggregating $60,000, and has resulted in making a cut 60 feet wide and 9 feet at mean low water, 8,215 feet long, and a channel of the same depth but 75 feet wide through the rock at the mouth of the river.

There was thus formed a fair, though somewhat narrow, channel extending through to the wharves at Tampa, 9 feet deep, with the exception of two small shoals below Spanish Town Point and that portion of the channel extending from a point about 300 feet north of Spanish Town Creek to a point about 300 feet below the upper curve, a distance of about 1,000 feet, which has a depth of only 7½ feet.

Dredging was continued by Mr. James E. Slaughter under the contract approved by the Chief of Engineers March 12, 1885, as reported in the last Annual Report.

The work done under this contract resulted in a channel from deep water of Hillsborough River towards the bay, 4,793 feet in length and varying in width from 45 to 150 feet, with an average depth of 9 feet at mean low water; 28,093.73 cubic yards of mud and 1,200 cubic yards of stone were removed.

An examination made in May, 1886, showed the center line of the channel but little changed. The sides of the cut had been crumbled in by the wash of boats passing, and cross-currents had shoaled the cut slightly at one place.

To complete the channel according to the original project 180,000 cubic yards of material must be removed, at an estimated cost of $73,000.

151,455 cubic yards mud, at 35 cents	$53,009 25
2,000 cubic yards rock, at $4	8,000 00
Engineering expenses and contingencies	12,201 85
Total	73,211 10

This increase over the original estimate is caused by the constant filling of the dredged channel by action of the tides.

The permanency of the dredged channel can be insured by the formation of a tidal basin to be filled and emptied through it.

As the depths are generally slight, a creosoted-wood dike would probably be strong enough and sufficiently permanent.

The estimated cost of this is $50,000.

The balance available and the appropriation asked for is to be expended in accordance with the approved project.

The total amount appropriated for this work to date	$70,000 00
Amount (estimated) required for completion of existing project	63,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Mobile, Alabama: Continuing improvement, thirty-five thousand dollars.

The improvement is located in collection district of Mobile, Ala. Mobile is the nearest port of entry, and is situated at the northern entrance of the projected channel 26½ miles from the southern entrance to the same, and 36 miles from the outer bay buoy in the Gulf of Mexico.

The city of Mobile, situated on this harbor, has a population of 29,132 inhabitants, according to the census of 1880.

The commercial statistics for this port are as follows:

Description.	Entrances.						Clearances.					
	June 30, 1886.			June 30, 1885.			June 30, 1886.			June 30, 1885.		
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
Foreign	109	75,003	1,468	124	73,713	1,458	121	83,947	1,670	136	87,466	1,744
Coastwise	54	24,509	507	37	11,128	241	45	16,316	348	45	8,187	371
American	34	8,172	252	47	17,369	330	46	12,571	353	38	19,068	171
Total	197	107,684	2,227	208	102,210	2,029	212	112,334	2,371	219	114,721	2,286

Imports and exports.

Description.	1886.	1885.
Duties on imports	$18,814 73	$7,513 97
Tonnage dues	3,912 84	3,438 36
Hospital collections	786 60	1,470 50
Miscellaneous	4,273 77	968 75
Total collections	27,787 94	13,391 58
Exports to foreign ports	2,834,654 00	3,015,062 00
Imports of foreign goods	69,433 00	129,046 00

Mobile Cotton Exchange statistics.

Articles.		1885–'86.	1884–'85.	1883–'84.
Cotton receipts:				
Via Alabama River	bales	43,101	40,862	29,759
Via Tombigbee River	do	62,228	47,880	35,224
Via Warrior River	do	10,452	5,333	5,864
Via Mobile and Ohio Railroad	do	81,359	70,664	114,513
Via Louisville and Nashville Railroad	do	56,080	65,142	68,716
Coastwise via Pensacola, Fla	do	10,427	10,558	6,835
Total receipts		263,647	240,399	260,011
Coffee importations	sacks	24,330	27,878	19,869
Naval stores:				
Rosin	barrels	173,880	163,437	228,015
Turpentine	do	38,351	37,487	43,228
Tar	do	550	.....	450
Pitch	do	.....	.....	2,000
Salt importations:				
Imported from Liverpool direct	sacks	19,988	.....	29,592
Imported from Liverpool indirect	do	.....	.....	1,986
Imported from Vermillion Bay, Louisiana	do	.....	.....	.....

Comparative statement of timber, lumber, &c., shipped by vessel to foreign and coastwis ports.

Description.	1886.		1885.		1881.
	Quantity.	Value.	Quantity.	Value.	Quantity.
Lumber:					
Foreign, feet, B. M.	18, 628, 549	$209, 278	15, 388, 808	$178, 622	11, 531, 251
Coastwise, feet, B M	5, 835, 914	70, 030	6, 861, 895	75, 197	9, 587, 562
Total feet, B. M.	24, 464, 463	279, 308	22, 270, 703	253, 819	21, 118, 806
Timber:					
Foreign, feet, B. M.	36, 416, 664	339, 878	37, 443, 672	385, 426	20, 326, 056
Coastwise, feet, B. M	385, 451	3, 212	.....	.....	131, 832
Total feet, B. M.	36, 802, 115	343, 090	37, 443, 672	385, 426	20, 457, 888
Shingles:					
Foreign ....number..	494, 950	2, 233	686, 800	1, 545	3, 900, 000
Coastwise ....do...	685, 000	3, 425	900, 000	2, 025	2, 160, 000
Total ....do...	1, 179, 950	5, 658	1, 586, 800	3, 570	6, 060, 000
Staves:					
Foreign ....do...	92, 469	10, 468	94, 261	11 947	91, 462
Coastwise ....do...	234, 216	.....	150, 000	.....	.....
Total ....do...	326, 635	10, 468	244, 261	11, 947	91, 462

The above statement was made up from clearances and such shipment by vessels having coasting licenses as could be obtained, but does not include any shipment by boats or railway to the interior, which is large.

Articles.	1886.	1885.	1884.	1881.
Fish and oysters ....value..	$275, 000	$250, 000	$210, 000	$150, 000
Vegetables ....do ...	$175, 000	$200, 000	$232, 480	$174, 482
Wool ....pounds..	450, 000	450, 000	340, 000	325, 786
Alabama coal ....tons..	30, 594	30, 310	19, 598	8, 189
Pennsylvania and English coal ....do....	1, 519	573	891	2, 701
Bagging ....rolls....	32, 539	20, 989	18, 471	9, 257
Cotton-ties ....bundles..	100, 786	13, 337	49, 686	42, 315
Bacon ....casks..	14, 383	7, 856	7, 482	8, 829
Flour ....barrels..	115, 069	109, 093	100, 079	90, 013
Molasses ....do....	3, 152	4, 447	5, 084	5, 778
Sugar ....hogsheads..	2, 053	2, 362	3, 926	4, 035
Whisky ....barrels..	5, 644	6, 204	5, 945	7, 954
Pork ....do....	1, 934	1, 268	2, 439	1, 874
Fertilizers ....sacks..	137, 251	88, 193	97, 433	57, 062
Corn ....do....	331, 102	215, 010	370, 417	345, 307
Bran ....do...	63, 250	47, 491	55, 491	43, 996
Hay ....bales..	43, 125	30, 302	40, 891	27, 490
Tobacco ....boxes..	25, 011	18, 280	18, 771	17, 404

Comparative statement of shipments of cotton to foreign and coastwise ports.

Direction.	1885–'86.		1884–'85.		1883–'84.	1880–'81.
	Bales.	Value.	Bales.	Value.	Bales.	Bales.
Foreign (by vessel)	47, 421	$2, 116, 766	43, 830	$2, 308, 581	57, 537	46, 366
Coastwise (by vessel)	16, 250	723, 125	25, 559	1, 346, 958	16, 383	.....
Interior (by sail)	199, 976	8, 898, 932	190, 095	10, 016, 006	186, 991	224, 894
Total	263, 647	11, 738, 823	259, 484	13, 671, 545	260, 911	271, 260

Number and character of vessels engaged in the traffic of Mobile Harbor, Alabama.

Description.	1886.		1885.		1884.		1881.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Steamers	4	546	4	558	4	401	4	877
Sloops	28	139	28	139	21	122	17	75
Schooners	70	1,311	70	1,311	59	1,139	24	843
Tugs	26	1,575	29	1,474	24	1,501	12	1,181
Barges	24	1,509	24	1,509	21	1,375	31	2,394
Fishing smacks	11	346	11	346	10	314	6	170
Total	163	5,426	166	5,337	139	4,942	94	5,540

The improvement of the channel of the harbor at Mobile, Ala., was begun by the General Government in 1827, the depth of water then being 5½ feet through Choctaw Pass and 8 feet on Dog River Bar.

The work on this improvement from 1827 to 1860 resulted in obtaining a channel 10 feet deep and 200 feet wide through the pass, and the same depth, with width unknown, over the bar. In 1860 the channel through the pass was found to have shoaled to 7½ feet, the depth of water on the bar remaining the same.

No further improvement was attempted until 1870.

From 1870 to 1875 the work consisted in dredging a channel 13 feet deep and 300 feet wide from the mouth of Mobile River through Choctaw Pass, and in deepening and extending that through Dog River Bar to the 13-foot curve in the bay. The work was completed in September, 1876, and the channel remained practically as it was dredged until the commencement of the present project, February 19, 1881.

In 1878 a survey was directed to be made in order to determine whether the existing channel could be improved to a depth of 22 feet, which survey was made.

In March, 1880, it was finally decided to continue the former improvement by dredging to a depth of 17 feet with a uniform width of 200 feet from the 17-foot curve in Mobile River to the curve of the same depth in the lower bay, the estimated cost being $820,000.

The amount of material remaining to be removed in order to complete the improvement as at present projected is approximately estimated for a 17-foot channel (allowing 20 per cent. increase of volume) to be 2,340,513 cubic yards, and allowing 1 foot from the initial point in the river to Cluster No. 31, and 1½ feet from Cluster No. 31 to the southern entrance, the amount to be removed is approximately estimated at 2,944,883 cubic yards.

Prior to October, 1882, all vessels of greater draught than 11½ feet to 12 feet, with very few exceptions, anchored in the lower bay, and their cargoes in and out were lightered to and from the port, a distance of 28½ miles, at great cost, loss of time, and frequently considerable loss of cargo.

The channel of 17 feet in depth, with a width of 75 feet, was opened in October, and during the business season of 1882'-83 all vessels of every description entering the bay came up to the wharves of the port, there took on full cargoes or loaded to an average draught of 16½ feet, and in many cases from 17 to 17½ feet; then passed through the channel to sea, or to the lower anchorage, where they finished loading to 22½ feet, 23 feet being the depth at mean low tide on the outer bar. But owing to the great damage done the channel by vessels getting on the banks, causing delay, as well as pressing the material into the dredged channel, thereby diminishing the depth, it was deemed best to limit the draught to 15½ feet to 16 feet; consequently the average draught during 1883, 1884, and 1885 has been 15½ feet, the maximum draught being 17 feet. No material delay in passing through the channel was experienced.

The immediate benefits to be derived from the improvement is the saving of lighterage and towage of cargoes of all vessels of draught exceeding 12 feet to and from the city, a distance of 28½ miles; also, the far greater security and facility in discharging and loading either in part or fully the cargoes at the wharves of the city of Mobile.

Total amount appropriated for this work to date	$1,379,830 68
Amount (estimated) required for completion of existing project	80,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	80,000 00

Improving harbor at Biloxi Bay, Mississippi: Continuing improvement, nine thousand dollars.

Biloxi is in the Shieldsborough collection district, and nearest light-house is at Biloxi Bar.

No commercial statistics for this harbor were obtainable. The increase to commerce likely to ensue from the completion of this improvement would be difficult to estimate at present, but it is safe to say that it would be largely in excess of the amount estimated for the prosecution of the work.

The improvement desired is the deepening of the channel from Mississippi Sound to the wharves at Biloxi from 4½ feet, the least depth at present, to 8 feet at mean low water.

The improvement can be accomplished by dredging, and a channel 150 feet wide and 8 feet deep at mean low water obtained for about $55,000.

Authority was obtained, under date August 27, 1884, to hold the appropriation until a further one is made sufficient to permit an economical prosecution of the work contemplated. No project was therefore submitted.

No work has been attempted, nor is any proposed, until further appropriations are made.

Total amount appropriated for this work to date	$17,500 00
Amount (estimated) required for completion of existing project	37,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	37,500 00

Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, seventy-five thousand dollars.

The work is located in the collection district of Corpus Christi, and the nearest light-house is at Aransas Pass.

The commercial statistics for the year ending June 30, 1885, are as follows:

Outward shipments:		
Cattle	head	4,565
Merchandise	barrels	4,120
Fish and turtle	pounds	308,000
Inward shipments:		
Merchandise	barrels	21,370
Lumber	feet	712,000
Shingles	do	520,000

ENTRANCES AND CLEARANCES.

Vessels entered from foreign ports	2
Vessels cleared for foreign ports	4
Vessels entered from domestic ports	52
Vessels cleared for domestic ports	51
Value of exports to foreign countries	$134,382 00
Value of imports from foreign ports	$1,476,015 00

The pass forms connection between the Gulf of Mexico and Aransas and Corpus Christi bays, and its history, like other entrances on this coast, shows a constant movement of its channel to the south with progressive shoaling therein and enlargement of the Gulf Bar, which, composed of fine shifting sand, &c., crowns the entrance at a distance of about three-fourths of a mile from the shore. Across the bar during the year preceding the commencement of this work of improvement (1879) the best water available for navigation was 5 to 5½ feet, and this in a channel constantly changing its position. In the interior channels the depth afforded for navigation up to Rockport and Corpus Christi was about 8 feet.

The project of improvement is to extend jetties from the south end of Saint Joseph's Island and the north end of Mustang Island, contracting the width of waterway out to a sufficient distance to afford a draught of 12 feet at mean low water over the bar, and to construct groins, in conjunction with a beach-flooring of mattresses, for the protection of the head of Mustang Island up to and beyond Turtle Cove, and to plant trees upon Saint Joseph's Island for its protection against abrasion by winds.

PROBABLE OPERATIONS OF THE YEAR ENDING JUNE 30, 1887.

Available funds will be applied to the work of rendering secure the head of the island, and continuing work to obtain the necessary concentration de[illegible]r the bar down to 12 feet, required for navigation.

The work will be in accordance with approved project, and will be in continuance of that heretofore constructed.

During the fiscal year ending June 30, 1888, there could be profitably expended $600,000, in constructing works at the Pass and improving the interior channels.

Total amount appropriated for this work to date	$481,250 00
Amount (estimated) required for completion of existing project	719,472 75
Amount that can be profitably expended in fiscal year ending June 30, 1888	600,000 00

Improving Brazos Santiago Harbor, Texas: Continuing improvement, twenty-five thousand dollars.

This work is located in the collection district of Brownsville, Tex., and the nearest light is Brazos Island light-beacon.

Commercial statistics for year ending June 30, 1886:

Foreign entrances	4
Foreign clearances	2
Coastwise entrances	27
Coastwise clearances	32

In addition to these there are quite a number of small vessels, such as lumber schooners, &c., coming and going all the time, which are not obliged to file any papers with collector of the port.

The Pass which forms the connection between the Laguna Madre and the Gulf of Mexico separates Brazos Island from Padre Island, and the harbor within was obstructed directly across the mouth of the Pass by a bar in the usual curved form, situated so as to be entirely exposed to heavy storms, and being of a quicksand formation easily acted upon by tidal currents, the best water (in an ever-shifting channel) across it was about 7 feet. In the harbor the greatest depth was 27 feet.

The project for improvement is to extend two parallel jetties entirely across the bar to the 12-foot curve, the width between the jetties to be about the same as the narrowest part of the Pass, viz, 1,500 feet; the south jetty (Brazos Island Jetty) to be 3,630 feet long, and the north jetty (Padre Island Jetty) to be 2,940 feet; the direction of the jetties to be in prolongation of the Pass; the estimated cost of the south jetty about $190,000; estimated cost of the north jetty about $130,000. In addition to construct a dam from Point Isabel to Brazos Island, to increase the depth of water on the bar, and in the channel to Point Isabel, by preventing the flow toward Boco Chico; the estimated cost about $328,000.

Approval was given to so much of the project as covered the construction of the south jetty, leaving the question of the north jetty and of the inner dam to the future.

Total amount appropriated for this work to date	$222,500 00
Amount (estimated) required for completion of existing project	455,584 50
Amount that can be profitably expended in fiscal year ending June 30, 1888	200,000 00

Improving of entrance to Galveston Harbor, Texas: Continuing improvement, two hundred thousand dollars.

The work is located in the collection district of Galveston. The nearest lighthouses are at Bolivar Point and Fort Point, at entrance to Galveston Bay.

The city of Galveston, situated on this harbor, has a population of 22,248 inhabitants, according to the census of 1880.

Statement of tonnage at the port of Galveston, Tex., for the fiscal year ending June 30, 1886:

Description.	Number.	Tonnage.
Foreign vessels entered	164	115,487
Foreign vessels cleared	.....	.....
American vessels entered foreign	16	8,706
American vessels cleared foreign	21	13,634
Coasting trade entered	317	319,005
Coasting trade cleared	295	309,490
Totals	977	882,311

PROJECT FOR IMPROVEMENT.

[Recommended by Board of Engineers.]

1. To build up and complete present south jetty to the crest of the bar.
2. To build a north jetty and complete it to the crest of the bar.
3. To extend both jetties to the 30-foot contour in the Gulf.
4. To do such dredging from time to time, to aid the tidal-scour, as the rate the appropriations given may afford.

The amount expended prior to June 30, 1880, was $618,431, and to June 30, 1885 (including $100,000 of Galveston City funds), the total was $1,576,337.12, of which sum $971,573.15 has been applied under the project of 1880 to constructing a south jetty and a trial section of north jetty; also, the necessary contingencies and superintendence, and the additional expense of caring for the Government property during the past year and more.

PROBABLE OPERATIONS OF THE YEAR ENDING JUNE 30, 1887.

Whatever funds may be appropriated for continuing work at this point will be expended to the best advantage, and in the manner outlined by the Board of Engineers in its report of January 21, 1886.

The estimated amount required to carry completed jetties to the crest of the bar, with a view to obtaining a depth of 16 to 20 feet for navigation, is $3,000,000; to extend the jetties to the 30-foot curve, to obtain a 25 or 30 foot channel, $7,000,000. The estimate is made contingent upon free supplies of money.

Total amount appropriated for this work to date	$1,877,915 22
Amount that can be profitably expended in fiscal year ending June 30, 1888	1,000,000 00

Improving Pass Cavallo, Texas: Continuing improvement, twenty-five thousand dollars.

The work is located in the collection district of Indianola, Tex., and near Matagorda light-house.

There were no foreign entrances or clearances for the fiscal year ending June 30, 1886.

There were ten entrances of steamships and two of schooners coastwise for same period, aggregating 7,519.17 tons; no clearances.

The pass forms the connection between the Gulf of Mexico and a large inland basin (approximate area, 520 square miles), comprising Matagorda Bay, Espiritu Santo Bay, San Antonio Bay, and numerous small bays further inland and connecting with these. Its history, like that of other entrances on this coast, showed a steady deterioration as a harbor and a constant shifting of the channel to the south and west. The bar, composed of loose shifting sand and fully exposed to the action of storms, permitted entrance of vessels drawing not more than 8 feet, the ever-varying channel having a depth of from 7 to 9 feet.

The project for this improvement is to extend one jetty from the head of Matagorda Island in a southeasterly direction, and construct groins for shore protection whenever necessary; jetty and groins to be of brush mattress work ballasted with concrete and stone. Object of the work, to obtain a 12-foot channel across the bar. Estimated cost, $1,039,280.

PROBABLE OPERATIONS OF THE YEAR ENDING JUNE 30, 1887.

The present jetty work, although incomplete in length and height for permanent improvement, strengthens the expectation of a thorough improvement when the jetty reaches proportions necessary to that end. Fifty thousand dollars will cover the cost of 15,000 yards of brush and stone work in the jetty; successive layers to raise the work to a higher plane. An examination prior to rendering project for continuing this improvement will be made, so that the money may be expended in the most profitable manner upon a basis conforming in a measure with the funds granted by Congress for this work.

During the fiscal year ending June 30, 1888, there could be profitably expended $200,000 (the annual estimate) in continuing the building of the south jetty in accordance with the approved plan.

Total amount appropriated for this work to date	$327,500 00
Amount (estimated) required for completion of existing project	1,366,780 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	[illegible]00 00

Improving Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, one hundred and forty-five thousand dollars.

This work is situated on the Gulf of Mexico, in the extreme southeastern part of the State.

The following statement shows the commercial statistics for the fiscal year ending June 30, 1884 (the latest obtainable), viz, lumber, wool, cotton, hides, and assorted merchandise of an aggregate valuation af $125,434:

Arrived and departed.	Number.	Aggregate tonnage.
Steam-vessels	17	2,077
Sail-vessels	166	4,016
Total	183	6,093

Surveys made in 1853–'72–'73–'81–'82 showed about 6½ feet of water over the bar at mean low tide. Channels were dredged over the bar several times between 1876 and 1881, but refilled, and in 1882 a project was made for the permanent improvement by means of jetties, each about 4 miles long, to extend from the shore well out into the Gulf across the bar. The improvement was estimated to cost $3,177,606.

The total amount appropriated for this work to date..... $597,749 48

A survey was made during the last days of January, 1886. The result shows that the jetties in their very incomplete condition are producing beneficial effects in making deeper water. When the jetties were commenced we had 6 feet of water on the bar. The jetties were extended to a short distance beyond the inner crest of the bar until work terminated on account of exhaustion of the appropriation last September. Since that time, barely five months, the bar has been scoured until a depth of 8 feet of water is now found at *low water*, and this channel is practically 400 feet wide. The 9-foot curve inside is pushing seaward, has advanced 2,600 feet; the 10-foot curve has advanced seaward 2,200 feet, showing a material reduction in the width of the bar. As neither the Sabine nor the Neches rivers has been high, since work stopped last September, the improvement of the channel must be attributed to the scour obtained by the concentration of the tidal current directed by the jetties, and better results may be expected as the rivers rise. The scour on the bar is also taking place over a distance of 3,000 feet, measuring from the outer end of the east jetty. The outer ends of both jetties above sea level have sustained some damage from the action of the sea. This can be remedied when work is resumed.

The object of the improvement is to obtain deep water over the bar at the entrance of the harbor, and any appropriation made will be used in carrying out the projected plan.

Amount (estimated) required for completion of existing project..... $2,301,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 ..... 1,000,000 00

Improving harbor at Ashtabula, Ohio: Continuing improvement, twelve thousand five hundred dollars.

Ashtabula Harbor is in the collection district of Cuyahoga, Ohio. There is a fixed white light of the fifth order, varied by flashes, on the west pier. Fort Porter, N. Y., 120 miles distant, is the nearest work of defense.

The city of Ashtabula, situated on this harbor, has a population of 4,445 inhabitants according to the census of 1880.

The following are the commercial statistics for the year 1885, the latest obtainable:

The value of the imports for the season of 1885 was $2,572,607, and of the exports was $563,770.

Five hundred and thirty vessels (engaged in the coasting trade), with an aggregate tonnage of 387,100 tons, entered, and five hundred and twenty-five vessels, with an aggregate tonnage of 372,449 tons, cleared, during season of 1885. Twenty-three vessels (engaged in the foreign trade), with an aggregate tonnage of 6,545 tons, entered, and fifty-nine vessels, with an aggregate tonnage of 28,779 tons, cleared, during season of 1885.

Attention is called to the fact that the above statement of commerce is for the season of 1885, and not for the twelve months ending June 30, 1886.

The collector did not report the amount of revenue collected.

The original project for the improvement of this harbor was adopted in 1826. The rock bottom was then found at 9 feet below the water surface, and there was a depth of only 2 feet of water on the bar at the entrance when operations were commenced.

The project provided piers running out on either side of the mouth of the river from shore to 12 feet water in the lake.

The present project contemplates the extension of the piers out to 16 feet water, the removal of the decayed portions of both piers and rebuilding with new material, at the same time straightening the line of the west pier so as to afford a uniform width of 160 feet in the channel.

Operations were commenced in 1826, and have been prosecuted with more or less interruptions and suspensions (no work was done between 1839 and 1865), and have resulted in a much improved harbor. The close of the fiscal year 1885 leaves a good wide channel 15½ to 16 feet deep from the lake into the harbor.

The total amount appropriated for this harbor to the close of the fiscal year ending June 30, 1886, is $372,401.21, all of which has been expended.

As the first session of the Forty-ninth Congress made further appropriation for this harbor, the work of continuing the improvement in accordance with existing project will be carried on during the fiscal year ending June 30, 1887, to the extent of the funds appropriated, which amount was $30,000.

The piers should be extended as soon as possible to avoid the recurrence of the bar forming at end of pier. The rock excavation should also be completed as early as possible to make the full-width channel available. Dredging for the temporary relief of this harbor is imperatively called for, as the harbor is much frequented by the largest class of vessels. After these improvements are accomplished the renewal of the piers can be attended to.

Some slight repairs by hired labor were made to "shore protection" and to bulkheads during September and October to prevent further encroachments of the lake on shore behind end of west pier.

Total amount appropriated for this work to date	$402,401 21
Amount (estimated) required for completion of existing project	50,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,250 00

Improving harbor at mouth of Black River, Ohio: Continuing improvement, two thousand five hundred dollars.

Black River is in the collection district of Cuyahoga, Ohio. There is a fixed white light of the fourth order at the outer end of the west pier. The nearest work of defense is Fort Wayne, Mich., 80 miles distant.

The value of the imports was $145,842, and of the exports was $314,767, during the season of 1885.

One hundred and fourteen vessels, with an aggregate tonnage of 29,285 tons, entered, and 150 vessels, with an aggregate tonnage of 54,862 tons, cleared, during season of 1885 (vessels engaged in the coasting trade). Seventy-four vessels, with an aggregate tonnage of 14,094 tons, entered, and 61 vessels, with an aggregate tonnage of 11,663 tons, cleared, during season of 1885 (vessels engaged in the foreign trade).

Attention is called to the fact that the above statement of commerce is for the season of 1885, and not for the twelve months ending June 30, 1866.

The commerce is increasing, and the harbor is destined to take high rank with the others on the lakes. Its trade in coal and iron is daily becoming more valuable. It is the lake terminus of the Cleveland, Lorain and Wheeling Railroad, which has direct connection with the Ohio River.

The present project for the improvement of this harbor consists of parallel piers, 200 feet apart, running out to a depth of 16 feet in the lake; it was adopted in 1828, modified so as to gain increased depth in 1873, and again in 1880, the object being to afford a channel of entrance of navigable width, and not less than 16 feet in depth.

When work was commenced in 1828 there was a depth of only 3 feet at the entrance; in 1839 there was a least depth of 9½ feet. But one appropriation, of $5,000, was made between 1839 and 1865, and in the latter year the piers were found to be in a dilapidated condition, but a narrow channel with a least depth of 7 feet remained near the west pier. In 1871 there was a depth of 12 feet; in 1884 of 14 feet; and at the close of the fiscal year 1884 there was a good wide channel, with a least depth of 16½ feet from the lake up into the river.

The present project provides for prolonging the west pier 180 feet and the east pier 120 feet, and of renewing about 200 linear feet of superstructure, at an estimated cost

of $45,000. Of this amount $37,000 has already been appropriated, but unexpected repairs, made and to be made, will make it necessary to still provide about $20,000 for completion of the existing project, all of which can be expended during the fiscal year ending June 30, 1888, in prolonging the piers and renewing the superstructure. Total amount appropriated for this harbor to date June 30, 1887, has been $210,-138.73, all of which has been expended, with which a good 16-foot channel has been obtained.

Amount (estimated) required for completion of existing project.....$20,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888. 20,000 00

Improving harbor at Cleveland, Ohio, on the last plan projected, twenty-five thousand dollars.

Cleveland Harbor is in the collection district of Cuyahoga, Ohio. There is a fixed white light of the third order on shore and a beacon on the outer end of each pier. The nearest work of defense is Fort Wayne, Mich., 110 miles distant.

The city of Cleveland, situated on this harbor, at the mouth of the Cuyahoga River, has a population of 160,146 inhabitants, according to the census of 1880.

The value of the imports coastwise was $31,927,826, and of the exports coastwise was $26,439,917.

The value of the foreign imports was $456,698, and of the foreign exports was $289,490, during the season of 1885.

Two thousand two hundred and forty-eight vessels (engaged in the coasting trade), with an aggregate tonnage of 1,025,691 tons, entered, and 2,197 vessels (engaged in the coasting trade), with an aggregate tonnage of 992,102 tons, cleared during the season of 1885. Two hundred and eighteen vessels (engaged in the foreign trade), with an aggregate tonnage of 43,877 tons, entered, and 221 vessels, with an aggregate tonnage of 45,823 tons, cleared during the season of 1885.

The collector's report did not state the amount of revenue collected. Attention is called to the fact that the above statement of commerce is for the season of 1885, and not for the twelve months ending June 30, 1886.

The present project for the improvement of the mouth of the Cuyahoga River was adopted in 1825, and has been amended from time to time to gain increased depth. It consists of parallel piers about 200 feet apart running out to a depth of 16 feet in the lake.

When operations were commenced in 1825 there was a long low sand-bar where the river now empties into Lake Erie, and the entrance was through a narrow, intricate channel with a depth of about 3 feet.

The original estimate for the harbor of refuge was $1,800,000. About $800,000 has been expended and five-sixths of the original plan completed. The proposed change of plan is estimated to cost $440,000, so that the harbor of refuge with an eastern breakwater can be completed for about $500,000 less than the original estimate.

There has been no work of extension done during the fiscal year ending June 30, 1886.

The harbor of refuge as originally planned would, if completed, be about 1 mile long, and offer an area of 180 acres for anchorage, the depth in 140 acres of which will be from 17 to 29 feet. The proposed change would give about 300 acres of harbor room and about 250 acres with the maximum depth. The total expenditure for the fiscal year ending June 30, 1886, including repairs, contingencies, &c., was $14,133.43.

Total appropriated to July 1, 1887, for the harbor of refuge is $993,750, of which sum $809,206.28 has been expended to June 30, 1886, less about $34,000 expended in repairs to piers, dredging, &c., for Cleveland Harbor proper.

The river and harbor bill approved August 5, 1886, reads as follows, as relates to Cleveland Harbor:

"Improving harbor at Cleveland, Ohio, on the last plan projected, $93,750; of which $30,000 are to be used in building a parapet on the existing breakwater, and the $100,000 now on hand to be available for work on the last plan."

Contracts for the expenditure of the above funds will be completed as soon as practicable this fall, and the funds will be expended (or contracted for) during the fiscal year ending June 30, 1887. The parapet on the west breakwater will be constructed to the extent of the $30,000 by end of fiscal year, and the greater part of the 1,200 linear feet of east breakwater (which is about the length of completed breakwater that $120,000 will pay for) will be in progress and half finished by June 30, 1887.

Amount (estimated) required for completion of existing project..... $319,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 319,250 00

Improving harbor at Fairport, Ohio: Continuing improvement, fifteen thousand dollars; of which five thousand dollars may be expended in deepening the river.

Fairport Harbor is in the collection district of Cuyahoga, Ohio.

There is a fixed white light of the third order on shore and a beacon on the east pier.

The value of the imports for the season of 1885 was $183,190.

Fifty-three vessels (engaged in the coasting trade), with an aggregate tonnage of 22,114 tons, entered, and thirty-three vessels, with an aggregate tonnage of 14,769 tons, cleared during season of 1885. One vessel (engaged in the foreign trade), of 82 tons, cleared during season of 1885.

In 1829 the depth in the channel was about 8 feet, and in 1839, when work was suspended, there was a depth of 11 feet, and any vessel then navigating the lakes could enter at any time without danger. In 1865 the piers were found to be seriously dilapidated. In 1870 there was a depth of 12 feet in the channel. In 1879 this depth was increased to 14 feet, in 1881 to 15, and at the close of the fiscal year ending June 30, 1885, there was a good channel between the piers with least depth of 16 feet at low water, and in the lake beyond piers with least depth of 15½ feet at ordinary level of the lake.

During the fiscal year 1884–'85 the work was in progress by which the east pier is to be extended 80 feet, the superstructure of the west pier repaired, and minor repairs made to both piers. Dredging was also carried on by the removal of 10,082 cubic yards. The dredging restored a good 16-foot channel between piers and good 15½-foot channel through bars in lake beyond end of piers.

The present project provides for an extension of *both* piers, for repairs, and for dredging, so as to obtain and maintain a good channel 16 feet deep and 200 feet wide from the lake to railroad docks near mouth of river. The estimated cost is $93,000, of which sum $43,000 have been appropriated, and $30,000 can be expended during the fiscal year ending June 30, 1888.

At the close of the fiscal year there was a good channel of 16 feet depth around the bar and to the east and west of the northerly line of entrance to the harbor, while in the direct channel there is but 15½ feet depth. Between the piers there was a good 16-foot channel.

As the first session of the Forty-ninth Congress made further appropriation for this harbor the work of continuing the improvement, in accordance with existing project, will be carried on during the fiscal year ending June 30, 1887, to the extent of the funds appropriated, which amount was $18,750.

The total amount appropriated for this work to date	$256,420 49
Amount (estimated) required for completion of existing project	31,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving harbor at Huron, Ohio: Continuing improvement, three thousand dollars.

Huron Harbor is in the collection district of Sandusky, Ohio. Fort Wayne, Mich., about 70 miles distant, is the nearest work of defense. There is a fixed white light of the fourth order on the outer end of the west pier.

The amount of revenue collected during eleven months ending May 31, 1886, was: Coastwise, $19.30; foreign sources, $62.10.

Forty-seven coastwise vessels, with an aggregate tonnage of 15,504 tons, and fifteen vessels from foreign ports, with an aggregate tonnage of 1,226 tons, entered; and forty-three coastwise vessels, with an aggregate tonnage of 14,284 tons, and twenty-two foreign vessels, with an aggregate tonnage of 2,170 tons, cleared during the eleven months ending May 31, 1886.

The value of the imports was $142, and the value of the exports was $5,980.98.

The largest cargo entered was 1,979 tons of iron ore: draught of vessel, 14½ feet.

The present plan for the improvement of this harbor consists of parallel piers, 140 feet apart, running out into the lake. It was adopted in 1826 and modified in 1871, the object being to afford a channel of entrance of navigable width, and of not less than 14 feet in depth.

When work was commenced in 1827 there was a bar at the mouth of the river, dry at low water. In 1839 the channel was 130 feet wide and not less than 9½ feet deep; in 1844 this depth was found to have been maintained, but in 1852, as very little work had been done for fourteen years, for want of appropriation, the piers were in a dilapidated condition, and the channel had shoaled. In 1866 there was a

depth of 11 feet at the entrance. At the close of the fiscal year 1885 there was a good channel through the outer bar with a depth of 15 feet, and between the piers with a depth of from 16 to 17 feet. The superstructure of both piers, except where repaired the previous season, was in a decayed condition, and needed immediate renewal.

The heavy gales of the springs of 1884 and 1885 did considerable damage to the piers and to the beaches, so that a breach was made between inner end of east pier and shore. Extensive and immediate repairs are much needed.

A good wide channel with least depth of 14 feet has been obtained where originally there was a sand-bar, dry at low water.

An examination of the channel of this harbor was made in September, 1884, and showed a fair channel with least depth of 16 feet, and in such condition that a little work would secure a channel depth of 17 feet.

As Huron is one of the best natural harbors on Lake Erie, it will be proper, if the commerce of Huron increases, to extend the piers out to the 16-foot curve in the lake. The Wheeling and Lake Erie Railroad Company have expended considerable for docks and slips at this harbor with view to shipment of coal, &c. The piers are in bad condition, and further repairs are badly needed to prevent a serious breach between inner end of east pier and the land.

The estimated cost of renewing the superstructure of the piers was $22,000; $13,500 has been appropriated, but owing to the extra repairs made necessary by the storms of 1884 and 1885 the estimate to complete the renewals should be $20,000 rather than the remaining balance of $8,500, which increased amount can be expended during fiscal year ending June 30, 1888, in rebuilding superstructure, repairing piers, &c.

As the first session of the Forty-ninth Congress made further appropriation for this harbor, the work of continuing the improvement in accordance with existing project will be carried on during the fiscal year ending June 30, 1887, to the extent of the funds appropriated.

Total amount appropriated for this work to date	$117,273 71
Amount (estimated) required for completion of existing project	12,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	12,000 00

Improving ice-harbor at the mouth of the Muskingum River, Ohio: Continuing improvement, fifteen thousand dollars.

The project consists in building a new and much larger lock through the State dam across the Muskingum near its mouth, with a view to securing access to the lower pool of the Muskingum for Ohio River steamboats and barges that may desire to seek shelter there during winter.

The estimated cost of this work, as given in 1880, is $216,400. The increased cost over the estimate is $79,600, or 37 per cent. This increase is partly due to the fact that the work proved unexpectedly difficult, and partly to the small appropriations and consequent slowness of construction, which made it frequently necessary to build, destroy, and rebuild temporary works of protection that would have been unnecessary had the work progressed more rapidly. At the close of each season it was necessary to leave the State dam and the adjacent coffer-dams in such a condition as to be safe against floods from the Muskingum. Any failure in this respect would have caused the destruction of the dam, and possibly of some of the neighboring mills, besides wholly stopping navigation.

The cost of keeping down the water in the coffer-dam has been unusually heavy, as under the clay we found a bottom of quicksand, and the constant head of 20 feet caused an inflow that required the constant running of two 10-inch centrifugal pumps.

There were also much annoyance and expense in keeping up a water-tight connection with the State dam, and after the floods of each winter heavy expenditures were required on all temporary structures, and especially on the coffer-dam below the State dam, which was exposed to the heavy eddies and reactions due to the fall of 12 feet.

If the lock could have been built as locks usually are built—before there was any dam—the work could have been completed within the estimate.

The approved project for this place is the construction of a lock to give Ohio River boats access to Pool No. 1 of the Muskingum River slackwater, when ice is troublesome in the Ohio. The lock is somewhat more than half finished, but is of no practical value until completed and made available for boats. The use of the lock is also demanded to pass the Muskingum boats to and from the Ohio River. The old lock, now in use for this purpose, is in very bad condition, and liable to fail at any time. There is, therefore, an urgent demand for the immediate completion of the ice-harbor lock.

Total amount appropriated for this work to date	$237,500 00
Amount (estimated) required for completion of existing project	57,633 37
Amount that can *be profitably* expended in fiscal year ending June 30, 1888	57,633 37

Improving harbor at Port Clinton, Ohio: Continuing improvement, five thousand dollars.

Port Clinton is a port of entry in the collection district of Sandusky, Ohio. The nearest work of defense is Fort Wayne, 60 miles distant, and the nearest light-house is at Green Island, 10 miles distant.

The amount of commerce to be benefited by this improvement is small.

For miles above the mouth of Portage River and bordering upon its banks are extensive tracts of hard-wood timber, from which lumber, staves, spokes, &c., are made and sent to Port Clinton for shipment.

The amount of revenue collected during eleven months ending May 31, 1886, was $15.60.

There were no imports or exports.

Forty vessels, with an aggregate tonnage of 2,971 tons, entered, and thirty-seven vessels, with an aggregate tonnage of 2,601 tons, cleared during eleven months ending May 31, 1886.

The deepest draught of vessels entering or clearing was 9½ feet.

The largest cargo that entered the harbor was 350,000 feet of lumber.

The deputy collector of the port states that not one vessel in twenty of those that come in and go out of the harbor enters or clears, the district being so large that most of the trade is within the district.

The present project, adopted in 1875, consists of a pile-revetment, 967 feet long, running from the north shore of Portage River, opposite the town, out into the lake, in a direction north 57 degrees east. This revetment then inclines toward the north and extends 301 feet farther, when a pile-dike commences, which will be prolonged a total distance of 1,200 feet out to a depth of 10 feet at the ordinary level of the lake. Parallel to this, and 200 feet from it, is an east pile-pier, which will be about 2,600 feet long, its inner end resting on the south shore of the river. This east pier will be a simple pile structure of 2,450 feet; the outer 150 feet will be a strong pile-dike, 12 feet wide. A channel 10 feet deep will be dredged between the piers.

The last river and harbor bill but one (act of July 5, 1884) made no appropriation of funds for this harbor; hence no work was done during the fiscal year ending June 30, 1886. The river and harbor bill approved August 5, 1886, appropriated for improving harbor at Port Clinton, Ohio, by repairs of existing works, $2,000.

The sum will be expended during the fall of 1886 and spring of 1887 in repairs to pier and revetment.

Total amount appropriated for this work to date	$48,000 00
Amount (estimated) required for completion of existing project	42,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving harbor at Sandusky, Ohio: Continuing improvement by a straight channel from Sandusky City to the entrance of Sandusky Bay, thirty thousand dollars; of which five thousand dollars may be used in improving the old channel.

Sandusky City Harbor is in the collection district of Sandusky, Ohio. There is a light-house on Cedar Point, with a fixed white light of the fifth order, and three range-lights within the bay.

Fort Wayne, below Detroit, is the nearest work of defense.

The amount of revenue collected during eleven months ending May 31, 1886, was $6,400.30.

COMMERCIAL STATISTICS FOR YEAR ENDING JUNE 30, 1886.

The value of foreign imports was $40,693,83, and of the foreign exports $45,957.

The imports consisted of fresh and salt fish, wood, cattle, furs, and sundry items.

The exports consisted of coal, lumber, rope, and twine.

Eleven hundred and sixty-nine vessels, with an aggregate tonnage of 218,130 tons, entered, and 1,180 vessels, with an aggregate tonnage of 229,553 tons, cleared, during the eleven months ending May 31, 1886.

The largest cargo that entered was 1,954 gross tons of iron ore; the largest cargo that cleared was 2,150 tons of coal.

The deepest draught of vessels entering or clearing was 15 feet 4 inches.

The collector of customs, in submitting his report, writes:

"The character of business to and from this port is constantly changing from small to large vessels, which fact is clearly illustrated by a comparison of the receipts of

iron ore for the last three years, as follows: Iron ore received in 1883, 58,825 tons; in 1884, 106,540 tons; and in 1885, 143,180 tons. These figures place Sandusky third in rank, so far as ore receipts are concerned, of all Lake Erie points. The shipments of coal for eleven months ending May 31, 1885, were 31,874 tons, and the shipments of coal for eleven months ending May 31, 1886, were 109,662 tons. With a deep, straight channel from lake to channel in front of city docks the business of the port would largely increase and the vessel interest be greatly benefited."

Sandusky Bay empties into Lake Erie about 40 miles from its western extremity. It is a natural harbor, containing an area of about 22½ miles, with a depth from 8 to 12 feet, protected on the north and northwest from the gales of the lake by a long, narrow peninsula, and on the northeast by what is known as Cedar Point. A full description of the operations carried on in past years for the improvement of this harbor will be found in Annual Reports of 1880 and 1881.

The present project, adopted in 1880, provides for a channel 200 feet wide and 15 feet deep through the outer bar, and in the bay up to within 50 feet of the line of docks, and then parallel to the docks, with a width of 100 feet and depth of 15 feet.

The act of July 5, 1884, appropriated $20,000 for this harbor, only one-half (or $10,000) of which was decided as available; the other half was appropriated for "repairs to existing works."

At the beginning of the fiscal year there was a fairly good channel, with least depth of 15½ feet, but not of full width through all the ranges. The condition of channel was better than at the close of the season of 1884, showing an advance in the proposed improvement over the "annual filling in." The outer bar needs most attention where the full width has not as yet been obtained on account of the small appropriations.

It is estimated that $20,000 will be required to complete the present project, the whole of which can be expended in fiscal year ending June 30, 1888. With an increase of commerce at Sandusky, an increase to 16 feet in depth of channel will be needed to make it correspond with other important harbors on Lake Erie and with depth now carried through the Saint Clair Flats Canal. This increased depth, it is estimated, would cost $51,000 additional, making $81,000 required for this harbor, of which some $60,000 can be expended by the close of the fiscal year ending June 30, 1888.

As the first session of the Forty-ninth Congress made further appropriation for this harbor, the work of continuing the improvement in accordance with existing project will be carried on during the fiscal year ending June 30, 1887, to the extent of the funds appropriated, viz, $5,000, and $10,000 of the act of July 5, 1884, made available, or $15,000 in all. This sum will be expended during the fiscal year ending June 30, 1887, in dredging according to existing project.

Total amount appropriated for this work to date	$270,080 00
Amount required for work on old project	10,000 00
Amount (estimated) for completion of new project	61,000 00
Amount that can be profitably expended during year ending June 30, 1888	71,000 00

Improving harbor at Toledo, Ohio: Continuing improvement of the Maumee River or Straight Channel, sixty thousand dollars; also five thousand dollars to be used in clearing the old channel.

Toledo is in the collection district of Miami. There is a fixed white light of the fourth order on Turtle Island, and three sets of range-lights for parts of the channel.

The amount of revenue collected during eleven months ending May 31, 1886, was $28,765.97.

The value of the imports was $159,480, and of the exports was $770,813, during eleven months ending May 31, 1886.

Eleven hundred and seventy-four vessels, with an aggregate tonnage of 408,642 tons, entered, and 1,235 vessels, with an aggregate tonnage of 438,150 tons, cleared during eleven months ending May 13, 1886.

Largest cargo entering or clearing was 1,920 tons. Deepest draught of vessel entering or clearing was 14.9 feet.

When operations were commenced at this harbor, in 1866, the channel through the bay was narrow and intricate, presenting a depth of only 11 feet. The original project provided for cutting a channel 200 feet wide and 12 feet deep through Maumee Bay, and this was amended from time to time until the present project provides for a channel 200 feet wide at bottom and 16 feet deep at low water between the city of Toledo and deep water in Lake Erie. In 1868 there was a channel 100 feet wide and 12 feet deep; in 1875 the depth had been increased to 14 feet, and at the close of the fiscal year ending June 30, 1885, there was a good channel 200 feet wide at bottom on the ranges and from 260 to 350 feet wide at the angles, with a depth at from 15 to 17 feet at low water between Toledo and deep water in the lake.

The act of July 5, 1884, appropriated $25,000 to commence the work of making a straight channel for the Maumee River from its mouth to Lake Erie. This plan is estimated to cost $2,363,923, which amount includes item for contingent expenses amounting to $214,902.

A work of such magnitude should not be commenced unless with a sum bearing due proportion to the ultimate cost, else the annual loss would largely increase the estimated cost, and in the present case the conditions are such that the amount of work practicable with $25,000 *might* be obliterated by the elements before another appropriation becomes available.

There have been but two appropriations, that of July 5, 1884, for $25,000, and that of August 5, 1886, for $112,500.

The act of August 5, 1886, contains the following proviso in connection with the appropriation, viz:

"Continuing improvement of the Maumee River by a straight channel *along such* line as may be approved by the Secretary of War."

This will necessitate additional examination of the locality in order to determine which is the best line for the straight channel. This should not delay the prosecution of the work of making a straight channel, for the season is most too far advanced to do much work this season in Maumee Bay after contracts can be made and completed. The necessary examination to determine the best line can be made this fall, and contracts made before the end of the calendar year and the work can be begun early in spring of 1887, and the amount expended nearly as soon as if the proviso as to *the line* did not occur.

The late day at which the river and harbor bill became a law is the primary cause of the delay.

Amount (estimated) required for completion of existing project	$2,226,423 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving harbor at Michigan City, Indiana: Continuing improvement, thirty thousand dollars; of which sum one thousand five hundred dollars are to be used on the inner harbor.

These works are located in the Chicago collection district, and are situated at the Michigan City, Ind., light. The nearest port of entry is Chicago, Ill.

Michigan City, situated on this harbor, has a population of 7,366 inhabitants according to the census of 1880.

Statement of commercial statistics, Michigan City, Indiana, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	966
Revenue collected	$90 10

Work at this harbor was commenced by the Government in 1836.

The first project was that of 1857, for the construction of a breakwater. Various modifications up to 1870 provided for pier extensions and dredging of channel. In 1870 a project for an exterior harbor was approved. In 1882 a project for an exterior breakwater west of the harbor entrance and the construction of a pier at west end of exterior breakwater of outer harbor, was adopted. The amount expended to June 30, 1884, was $769,482.12, and resulted in securing a channel of entrance with a depth of 19 feet, the inclosing of the exterior harbor, with the exception of a gap of 160 feet in outer breakwater, and the construction of 250 feet of breakwater-pier. The depth of water was sufficient to admit the largest vessels on the lakes. The amount expended during the fiscal year ending June 30, 1885, was $31,217.72, and has resulted in closing the gap in the breakwater and the extension of the breakwater-pier 100 feet. The depth of water at entrance is 19 feet.

The present project contemplates the construction of a west exterior breakwater, which, when constructed, would afford also the necessary protection to the entrance channel now furnished by the west pier. Upon the completion of this breakwater the present west pier was to be removed to the angle. Taking into account the fact that a long time will be required, as appropriations are now made, to construct enough of the breakwater to afford any protection whatever, I deem it advisable to keep up the west pier for the present, and would therefore recommend that the superstructure and filling be renewed throughout the entire pier at as early a date as possible.

The depth of water at entrance is 19 feet.

To complete the new east breakwater pier and construct the west exterior breakwater it was estimated by Major Smith that it would require $450,000 (page 1968,

Report of Chief of Engineers, 1884); and as the construction of the breakwater, when once commenced, should be pushed to completion as rapidly as possible, I would respectfully recommend that $250,000 be appropriated for the fiscal year ending June 30, 1888, to be applied to construction of west exterior breakwater, completion of the breakwater pier at entrance, and renewal of superstructure and filling of old west pier.

Amount (estimated) required for completion of existing project	395,625 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	250,000 00

To complete the dredging in the inner harbor it is estimated that $3,125 will be required, and it is respectfully recommended that this amount be appropriated for the fiscal year ending June 30, 1888. It is more than likely that even after the inner harbor is cleaned out, as contemplated by the present project, an occasional small appropriation will be required to maintain the necessary depth.

The total amount appropriated for this work to date	$868,793 59
Amount (estimated) required for completion of existing project	3,125 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	3,125 00

Improving harbor at Calumet, Illinois: Continuing improvement, three thousand dollars.

The harbor of Calumet is at South Chicago, in the collection district of Chicago. There is a light-house and a keeper's dwelling on the reservation, near the shore end of the north pier. A beacon light is maintained at the extremity of that pier to mark the entrance to the harbor.

Commercial statistics for year ending June 30, 1886.

Number of vessels entering during the fiscal year	480
Number of vessels cleared during the fiscal year	473
Total tonnage of vessels entered and cleared	515,401

The following statement of business done at South Chicago, Ill., during year ending December 31, 1885, only includes the territory from the mouth of Calumet River to One-hundred-and-tenth street:

Manufacturing capital invested		$9,000,000
Men employed		5,500
Value of product		$9,900,000
Invested in buildings and plant		4,100,000
Raw material used:		
Coke	tons	225,000
Coal	do	50,000
Iron ore	do	360,000
Produced:		
Steel	do	160,000
Iron	do	200,000
Nails	kegs	300,000
Iron pipe	feet	6,000,000
Tons coal received and unloaded into yards		40,000
Local railroad business:		
Freight received and shipped	tons	760,000
Grain transferred	do	210,000
Lumber received and handled	feet, B. M.	105,000,000
Total dockage at present constructed on Calumet River	feet	32,000
Private capital represented		$3,000,000

The object of this improvement is to provide a safe and reliable entrance to Calumet River and port of South Chicago. It is proposed to accomplish this by the construction of two parallel piers 300 feet apart, projecting from the shore to deep water in the lake, and by dredging the channel-way between them to a depth sufficient to accommodate the largest class of vessels seeking the port.

This work was commenced in 1870, and at the close of the fiscal year ending June 30, 1886, 3,640 linear feet of the north pier and 1,720 feet of the south pier had been completed, making a total length of pier work of 5,360 feet.

The total amount of material dredged from the harbor from the beginning of operations in 1870 to the present time is 384,376 cubic yards. No work was done during the year, the amount of money available being barely sufficient for the care and preservation of the public property.

CONDITION OF THE WORK JUNE 30, 1886.

North pier.—The crib-work last built is in good condition, the remainder to a point opposite the outer end of the south pier is fair, but thence to the rolling-mill slip the superstructure is in very bad condition; the side-timbers and cross-ties are decayed and badly broken. West of the slip the new work is in very good condition.

South pier.—The new work on this pier is in very good condition, but the superstructure of the remaining portion of the pier is greatly in need of repairs.

Additional stone filling is needed in both piers to insure the stability of the work. The north shore line still continues to advance as heretofore reported, due to the deposition of slag and refuse matter from the North Chicago Rolling Mills.

The funds available for the present fiscal year will be expended in extending the south pier. It is intended to carry this work a further distance of 300 feet; also to repair a portion of the old plank revetment, and to refill the crib-work with stone. These operations will complete the present project, the estimate for which is $11,400. There will then be required only the dredging necessary to preserve the harbor, estimates for which have heretofore been presented. It is not intended, however, to do this latter work until the extension of the south pier is completed, and the effect of the work in preventing the drift of sand into the harbor fully ascertained.

Total amount appropriated for this work to date	$392,000 00
Amount (estimated) required for completion of existing project	11,400 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	11,400 00

Improving harbor at Chicago, Illinois: Continuing improvement, sixty thousand dollars.

Chicago is a port of entry in the collection district of Chicago. There is a light house on the shore end and a beacon-light on the lake end of the north pier. There is also a beacon-light on the south end of the easterly breakwater.

The city of Chicago, situated on this harbor, has a population of 503,185 inhabitants, according to the census of 1880.

Commercial statistics for year ending June 30, 1886.

Number of vessels entered during the fiscal year	10,154
Number of vessels cleared during the fiscal year	10,228
Total tonnage of vessels entered and cleared	7,084,677
Amount of revenue collected	$4,099,421 36

The project of improvement now in course of execution at this harbor was adopted in 1870 and modified in 1878. The objects sought are, first, the formation of an outer harbor adjoining the entrance to the Chicago River, and designed also to furnish increased commercial facilities by relieving the river from its overcrowded condition; second, the creation of a harbor of refuge, affording a good anchorage in deep water, and safe access to the harbor and river.

The work thus far has resulted in the completion of the outer harbor (excepting the dredging necessary to afford the contemplated depth of 16 feet) and the completion of 3,836 feet of the exterior breakwater, with the exception of the superstructure on the easterly end thereof. In addition to needed repairs, the material now on hand and contracted for will complete the superstructure on the easterly end of the breakwater, and will be sufficient for the construction of ten additional cribs.

During a severe storm on December 4, 1885, the southerly breakwater of the outer harbor was considerably damaged.

In the condition in which the southerly breakwater is now left, I deem it necessary to apply the first funds made available to its immediate repair, in order that the remainder of the structure shall not be subjected to further destruction. By reference to former reports I find that the average cost of this work was about $42 per running foot; adding to this amount the cost that must be entailed in clearing away the wrecked cribs and preparing the new foundation, the estimated cost is placed at $50 per foot, or $20,000. To prevent loss of stone from the southerly and from the exterior breakwater during storms, I deem it necessary to have these structures partially decked over. This work not being included in the original estimates, I have made additional ones therefor and present them herewith.

The breakwaters also require additional stone to replace that lost during storms and to insure their stability.

Amount appropriated for this work since 1870 to date	$1,412,580 00
Amount (estimated) required for completion of existing project	240,000 00
Amount that can be profitably expended in fiscal year ending June 30 *1888*	600 00

Improving harbor at Waukegan, Illinois: Continuing improvement, ten thousand dollars.

The nearest collection district is Chicago, Ill. The nearest port of entry is Chicago, Ill.

Amount of revenue collected at the nearest port of entry during the last fiscal year is $4,099,519.16.

The city of Waukegan, situated on this harbor, has a population of 4,012 inhabitants, according to the census of 1880.

The commercial statistics for the fiscal year ending June 30, 1886, are as follows:

The annual trade of Waukegan amounts to $2,924,493.

The arrivals and departures of vessels, even in the present exposed condition of the coast, was 167 arrivals, 167 departures.

The present project was adopted in 1880, and, as since modified, consists in excavating a small basin in low ground between the lake and bluffs to form the harbor and in dredging an entrance between parallel piers from the lake to this basin.

The harbor here is to be created upon a shallow exposed coast, and will not begin to be available for commercial purposes until the piers can be sufficiently extended into the lake to allow the entrance to be dredged with hope of permanency and the basin excavated.

PROPOSED APPLICATION OF FUNDS ASKED FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

The funds now available are sufficient only for watchman and contingent expenses and maintenance, or to repair possible minor damage from unforeseen causes.

The funds asked for the fiscal year ending June 30, 1888, are to be used in the completion of the piers and in dredging the entrance and a portion of the outer basin, to serve as a harbor during the construction of the inner basin, and in dredging and revetting the passage from the outer to the inner basin.

The prospective commercial importance of the harbor is treated in the Annual Report of the Chief of Engineers for 1882, page 2165.

The object to be attained by the construction of this harbor and the desires of the citizens in reference to it are stated in the Report of the Chief of Engineers for 1880, pages 1940 to 1947.

At present there is but little transportation to and fro by water, the boats being compelled to land at an open pier-head.

Traffic by water is almost confined to the lumber trade.

The pier at which boats landed having been rendered useless by partial destruction during the past fiscal year, vessels of sufficiently light draught have used the incomplete harbor to a limited extent.

Total amount appropriated for this work to date	$90,000 00
Amount (estimated) required for completion of existing project	91,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, seven thousand five hundred dollars.

This work is located in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, Mich. The nearest light-house is Grand Traverse. A beacon-light is shown near end of north pier.

Statement of commercial statistics, Charlevoix Harbor, Michigan, from July 1, to June 30, 1886.

Vessels entered and cleared	674
Revenue collected	$390 46

Object.—To secure a navigable channel from Lake Michigan by Round Lake to Pine Lake.

Project.—The project adopted in 1868, and revised in 1875–'76, was to dredge a channel 100 to 150 feet wide, and protect its sides by close piling. This was modified in 1876 by substituting crib-work for piling beyond the shore-line.

The additional project for channel between Round and Pine lakes was adopted in 1882, and provided for a dredged channel 80 feet wide and 12 feet deep, protected by pile-revetment.

Present works.—North pier, 779 feet long, being 302 feet crib-work, 20 feet wide, built 1879–'81; 40 feet crib-work, 20 feet wide, and 429 feet crib-work, 16 feet wide, built previous to 1873 by local enterprise.

An extension of the south pier is deemed necessary, to interrupt a shoal making out from the shore and across the channel. The estimated length of this extension was 300 feet.

It is estimated that $50,000 can be profitably expended during the fiscal year ending June 30, 1888, in extending the south pier, completing revetment in upper channel, and in general repairs to piers and plank-beam revetments, and it is respectfully recommended that this amount be appropriated.

Total amount appropriated for this work to date	$81,000 00
Amount (estimated) required for completion of existing project	105,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Cheboygan, Michigan: Continuing improvement, five thousand dollars.

The work is located in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, Mich., and the nearest light-house is the beacon on the pier-head marking the outer end of the channel.

The commercial statistics for this harbor for the fiscal year ending June 30, 1883 (the latest at hand), are as follows:

No record of exports.

The statement of entrances and clearances do not by any means show the number of craft entering the harbor. The lines of steamers running from Detroit to Sanit Ignace, viz, City of Cleveland, Atlantic, Flora, Pearl, Keweenaw—

	Times.	Tonnage.
Called in, bound up, a total of	162	137,454
Called in, bound down, a total of	162	137,454
Occasional steamers	37	22,702
Total	351	297,610

In addition to this, there are a large number of vessels that take grain to Buffalo, and from there clear light to Chicago, and call in at this port, load lumber, and proceed on their through clearance.

The project for the improvement of this harbor was adopted in 1871, the object being to afford a channel of entrance from the Straits of Mackinac, 200 feet wide and not less than 14 feet in depth, into Cheboygan River.

This project was modified in August, 1882, to provide for the deepening of the basin opposite the steamboat landing, and the entire channel to the 15-foot curve in the Straits of Mackinac.

Nothing was done towards this improvement during the fiscal year, and upon the 30th of June, 1886, its condition was substantially as reported at the close of the preceding year.

The reasons for undertaking this improvement have been frequently stated, and it is not deemed necessary now to say more than that the construction of railroads in that direction, to and beyond Cheboygan, has increased the importance of the point even more rapidly than was anticipated, and appropriations of sufficient amount to push the improvement to completion are recommended.

Total amount appropriated for this work to date	$133,000 00
Amount (estimated) required for completion of existing project	58,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Frankfort, Michigan, by extension of piers and repairs: Continuing improvement, six thousand dollars.

The work is located in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, Mich. The nearest light-house is at Point Aux Bees Scies. A pier light is located near end of south pier

The commercial statistics for this harbor for the fiscal year ending June 30, 1885, are as follows:

Vessels entered and cleared	261
Revenue collected	$75 66

Object.—To secure a navigable channel from Lake Michigan to Lake Aux Becs Scies and to make of it a harbor of refuge.

Project.—The present project, adopted in 1866, was to dredge a channel 200 feet wide across the narrow strip of sand separating the two lakes, and extending from the 12-foot curve in one to the 12-foot curve in the other, the sides of the cut to be protected by crib-piers and revetments.

Present work.—North pier, 602 feet long, of crib-work, 20 feet wide, built 1870–'79, in fair condition. (2) North revetment, 396 feet, pile-work, 14 feet wide, built in 1868, repaired in 1885, in good condition. (3) South pier, 1,100 feet long, being 301 feet crib-work, 30 feet wide, built 1875–'83, 799 feet crib-work, 20 feet wide, built in 1868–'74, in good condition. (4) South revetment, 187 feet long, pile-work, 14 feet wide, built in 1868 and resuperstructured in 1885, in good condition.

Depth of water.—A good channel has been maintained throughout the year, permitting vessels drawing 12 feet to enter without difficulty.

Operations.—None during the fiscal year, owing to small balance of funds available. Bids, however, have been received for furnishing a small amount of material with which to make certain repairs needed to south revetment; this work will be done early in the fiscal year by hired labor.

The lake bottom in advance of the piers, at a depth of about 16 feet, is rocky, and it is believed that if the piers were extended to this depth there would be no further trouble from shoaling at the harbor entrance.

It is estimated that $50,000 can be profitably expended during the fiscal year ending June 30, 1888, in pier extension and necessary repairs, and it is respectfully recommended that this amount be appropriated.

Original estimated cost of work, 1866, amended in 1875 and again in 1879	$254,196 00
Whole amount appropriated from 1865 to 1887, inclusive	263,159 85
Amount covered into the Treasury 1871 (Report 1871, page 133)	5,721 50
Whole amount expended	238,872 72
Amount (estimated) required for completion of existing project	73,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Grand Haven, Michigan: Continuing improvement, fifteen thousand dollars.

This work is located in the Michigan collection district, Michigan, and is situated at the Grand Haven lights. Grand Haven is a port of entry.

The city of Grand Haven, situated on this harbor, has a population of 4,862 inhabitants, according to the census of 1880.

Statement of commercial statistics, Grand Haven Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	1,384
Revenue collected	$1,548 32

Object.—To secure a channel navigable in any weather from Lake Michigan into Grand Haven Harbor, which is a port of Grand River.

Project.—The project in force at present was adopted in 1866, and provides for securing a channel of navigable width (400 feet), with an available depth of 18 feet.

Present works.—1st. North pier, 1,210 feet long, 608 feet being crib-work, built 1875–'79, and 602 feet pile-work, 20–22 feet wide, built 1875, all in fair condition. North revetment in continuation of pier 1,526 feet long, pile-work, 14 feet wide, built 1874. The outer 726 feet is now being rebuilt from the water-line up. The remaining 800 feet was rebuilt in same manner during 1884–'85. 2d. South pier, 2,435 feet long, 601 feet being crib-work, 30 feet wide, built 1882–'86, in good condition, except end crib, which has settled and requires new superstructure; 102 feet crib-work, 24 feet wide, built in 1869, and 294 feet crib-work, 20 feet wide, 1868–'70. These two sections were widened to 30 feet by a double row of close piling for new lake face, and new superstructure of that width, in good condition; 1,438 feet pile-work, 15 to 30 feet wide, in poor condition, built 1866 to 1871; partly repaired (310 running feet) in 1883.

The south revetment, in continuation of the above, is 2,834 feet long, of pile-work, 14 feet wide, built 1873–'82; in fair condition.

Depth of water.—An available depth of 18 feet has been maintained throughout the year.

Operations—South pier.—The extension of 200 feet by four cribs, 30 feet wide, on pile foundation, under contract with Hiero B. Herr, of Chicago, Ill., was completed August 21, 1885.

Between July 11 and September 7 a break in former pier-head, channel-face, caused by a collision, was repaired.

Between September 1 and 17 a break in pile-revetment, caused by a collision, was also repaired. All repairs were done by hired labor and purchased material.

The permanent completion of this harbor depends upon the extension of the present piers, so as to secure sufficient depth of water at the entrance to permit vessels to enter in any weather, and I would respectfully recommend that $150,000 be appropriated for the fiscal year ending June 30, 1888, in order to carry out this plan at as early a date as possible.

Original estimated cost of work, 1866	$352,770 47
Whole amount appropriated from 1852 to 1887, inclusive	524,366 15
Whole amount expended	480,644 42
Amount (estimated) required for completion of existing project	180,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	150,000 00

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, thirty-five thousand dollars.

COMMERCIAL STATISTICS FOR THE YEAR ENDING DECEMBER 31, 1886.

[Obtained from Mr. Henry Gamble.]

Name of harbor, Grand Marais, Mich.; collection district, Superior, Mich.; nearest light-house, Big Sable, Mich.

Arrival and departure of vessels.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	399	Not known.
Vessels cleared	399	Not known.
Total	798	

Principal articles of import and export.

Articles.	Approximate value.
IMPORTS.	
General merchandise	$75,000
EXPORTS.	
Lumber, logs, cedar posts, cord-wood, and fish	238,850
Amount of revenue collected	None.

The necessity for a harbor of refuge on the American shore of Lake Superior, at some point between White Fish Bay and Grand Island, a distance of 85 miles, was felt by navigators long before the commerce of the lake had assumed the importance it now possesses.

Grand Marais, from its locality, about midway between these points, and from its natural topographical features, seemed to be the most desirable place for the construction of a work of the character needed.

The object of this improvement is to provide a harbor of refuge for vessels navigating Lake Superior. The project was adopted in 1881, on the recommendation of a Board of Engineer Officers, and consisted in the formation of an artificial entrance to the harbor by the construction of two parallel crib-piers, 500 feet apa[illegible] dredg-

ing a cut through the sand-spit north of the harbor and between the piers, making a channel 300 feet wide and 18 to 20 feet deep, connecting the deep water of the lake with the deep water of the natural harbor.

Originally the channel was variable, with a depth of not more than 6 feet.

The present project of improvement was adopted on the report of a Board of Engineer Officers made in 1881. It consists in the construction of an artificial entrance to the natural harbor by cutting a channel through the sand-spit which protects the harbor on the north, and in building two crib-piers, extending from the cut to the 22-foot curve in Lake Superior, the distance between the piers to be 500 feet.

The first appropriation for this work was made in 1880, $10,000 being granted. This sum was not sufficient to commence the work with to advantage, and remained unexpended, until, by the appropriation of $20,000 in 1881 and $40,000 in 1882, enough money was available with which to begin operations. A contract was entered into in October of the latter year and work of pier construction was begun. At the beginning of the fiscal year the east pier had a length of 600 feet, and the west pier of 750 feet, and work under contract of John H. Gillett, dated September 17, 1884, was in progress. During the fiscal year the west pier was extended 250 feet by sinking five cribs and the east pier 150 feet by three cribs. One hundred linear feet of incomplete superstructure of the west pier was also finished, and the contract closed September 15, 1885.

By hired labor and purchase of materials in open market, 200 linear feet of pile dikes were constructed, extending each pier 100 feet shoreward, to prevent the waves from cutting the sand away from the inner ends of the piers.

With the money asked for the fiscal year ending June 30, 1888, it is contemplated to extend the piers as rapidly as possible.

The total amount appropriated for this work to date	$131,250 00
Amount (estimated) required for completion of existing project	318,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	200,000 00

Improving harbor at Ludington, Michigan: Continuing improvement, thirty thousand dollars.

This work is located in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, Mich. The nearest light-house is Grand Au Sable. A light is shown near the end of south pier.

Statement of commercial statistics, Ludington Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	1,565
Revenue collected	$520 00

IMPROVEMENT OF LUDINGTON HARBOR, MICHIGAN.

Object.—The original object of this improvement was to secure a channel of navigable width, and 12 feet deep, between Lake Michigan and Pere Marquette Lake, modified in 1885 so as to make a harbor of refuge.

Present project.—To widen the present entrance to Pere Marquette Lake to 400 feet, and dredge the new channel to a depth of 18 feet. This will necessitate the construction of a new south pier and the removal of the present one.

Present works.—1st. North pier, 947 feet long, of crib-work, 200 feet being 24 feet wide, built between 1879 and 1886, and 747 feet 20 feet wide, built between 1868 and 1875, with one crib, 30 by 30 feet, in this section. 2d. South pier, 1,112 feet crib-work, 256 feet being 30 feet wide, built between 1878 and 1882, and 856 feet built between 1868 and 1874, with one crib, 25 by 25 feet, in the last-mentioned section. 3d. South revetment and pile-pier, 567 feet long. Both piers are in fair condition.

As already stated, the project now in force provides for the removal of the entire south pier and revetment.

Depth of water.—A navigable channel has been maintained throughout the year.

Operations.—The superstructure on crib sunk near the close of the last fiscal year was completed by contract, and 9,990 cubic yards of material removed from between the piers to deepen the channel. The dredging was done by United States dredge, and completed July 5, 1885.

As it is highly important that the work of widening the entrance to 400 feet should be pushed continuously to completion when once commenced, it is recommended that

$250,000 be appropriated for the fiscal year ending June 30, 1888, as this amount can be economically expended on the work.

Original estimated cost of work 1866, amended 1879	$213,787 07
And in 1885	419,185 20
Whole amount appropriated from 1866 to 1887, inclusive	292,435 00
Whole amount expended	234,489 37
Amount (estimated) required for completion of existing project	362,935 20
Amount that can be profitably expended in fiscal year ending June 30, 1888	250,000 00

Improving harbor at Manistee, Michigan: Continuing improvement, seven thousand five hundred dollars.

This work is located in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, Mich. A light is shown near the head of south pier.

Statement of commercial statistics, Manistee Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	3,352
Revenue collected	$634 26

IMPROVEMENT OF MANISTEE HARBOR, MICHIGAN.

Object.—To secure a navigable channel from Lake Michigan into Manistee River and Lake.

Project.—The project now in force was adopted in 1866 and modified in 1870–'74, and is to secure a channel of navigable width and 12 feet deep, the piers to extend to the 14-foot curve in Lake Michigan. Present width of channel at entrance, 180 feet.

Present work.—(1) North pier, 1,048 feet in length, 403 feet being crib-work 24 feet wide, constructed in 1876–'82; 30 feet crib-work 30 feet wide, constructed in 1872, and 615 feet crib-work 20 feet wide, constructed in 1868–'72. (2) North pile revetment, 1,304 feet long, 14 feet wide, constructed in 1873–'78. The work on the north side is badly decayed in places and requires repairing at once. (3) South pier, 1,047 feet crib-work, 150 feet being 30 feet wide, built in 1882–'86; 251 feet 24 feet wide, built 1876–'79; 30 feet 30 feet wide, built 1872, and 616 feet 20 feet wide, built in 1868–'72. This work is in fair condition, but needs refilling. The south pile revetment is 490 feet long, 14 feet wide, and should be rebuilt above the water-line.

Depth of water.—During the year a navigable channel of about 12 feet depth has been maintained.

Operations.—Under contract with Duncan Dewar a crib 50 feet long by 30 feet wide was placed on pile foundation in extension of south pier. The work was completed August 19, 1885, the time for completion of contract having been extended from June 30 to August 30, 1885.

As the project in force requires the extension of the piers to the 14-foot curve in Lake Michigan, it is respectfully recommended that $50,000 be appropriated for the fiscal year ending June 30, 1888, to be applied to pier extension and repairs to existing work.

Original estimated cost, 1866, amended 1875	$234,000 00
Whole amount appropriated, 1866 to 1887, inclusive	238,000 00
Whole amount expended	222,782 68
Amount (estimated) required for completion of existing project	92,700 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Monroe, Michigan: Continuing improvement, one thousand dollars.

The harbor of Monroe is in the collection district of Detroit, Mich. There is a fixed white light of the fourth order on the outer end of the west pier. The nearest work of defense is Fort Wayne, 30 miles distant.

The city of Monroe, situated on this harbor, has a population of nearly 10,000 inhabitants, according to the census of 1880.

The amount of revenue collected during the eleven months ending May 31, 1886, was $417.47. The value of the imports was $328, consisting of fish.

There were no exports.

Thirteen vessels, with an aggregate tonnage of 1,189 tons, entered, and thirteen vessels, with an aggregate tonnage of 1,189 tons, cleared, during the eleven months ending May 31, 1886.

The deepest draught of vessels entering or clearing was 9½ feet.

The largest cargo was 250,000 feet of lumber.

The above-noted number of vessels entering and clearing is all of which a record has been made, the law requiring neither entrance nor clearance for vessels trading from port to port in the district. The actual number of vessels entered and cleared is perhaps 25 per cent. greater than the number reported.

The original project for the improvement of this harbor was adopted in 1835, when Monroe was a town of considerable importance, and when the navigable waters of the River Raisin were separated from the waters of Lake Erie by extensive shoals.

It provided for cutting a canal between the river and the lake, 4,000 feet long and 100 feet wide, through the peninsula called "River Raisin Point," and protecting the entrance into the lake by parallel piers running out to a depth of 10 feet, the object being to afford a channel of entrance of navigable width with a depth of 10 feet.

This improvement was commenced in the year 1835, at which time the Raisin River was considered an important stream, and Monroe was a place of some prominence. The plan of improvement consisted in straightening the river and making direct connection with Lake Erie by a canal 4,000 feet long and 100 feet wide through a sand peninsula.

OPERATIONS DURING THE FISCAL YEAR.

No work in progress during the year, as there were no funds.

The whole amount appropriated for this harbor to date has been $215,515.27.

PRESENT CONDITION OF THE HARBOR AND PROPOSED PROJECT OF IMPROVEMENT.

An examination of the channel of this harbor was made in August, 1883 (no funds since), extending from the docks at Monroe to the 14-foot curve in the lake. The soundings showed but slight changes in depth of channel from lake to Monroe, but the bar in lake beyond end of south pier had increased somewhat, leaving a least depth of 8½ feet for a short distance.

The piers and revetment of canal are generally in bad condition, and portions of the piers below ordinary low water are badly rotted. General and thorough repairs will cost, according to previous estimates, about $20,000, but such an expenditure is not deemed necessary at present, as the commerce seeking this harbor is insignificant.

A small annual expenditure, say $1,000, will, in my opinion, keep the piers and revetment standing until commercial interests in the future shall require more extensive repairs; but as there have been no annual repairs since 1883, an estimate of $5,000 is made for same for fiscal year ending June 30, 1888.

The last river and harbor bill but one (act of July 5, 1884) made no appropriation of funds for this harbor; the last appropriation was that of August 5, 1886. Hence no repairs were made during the fiscal year ending June 30, 1886, and this delay will increase the amount to be done over the proposed annual expenditure.

As the river and harbor bill approved August 5, 1886, made an appropriation of funds for this harbor, some work will be practicable and the piers and revetment will not further deteriorate. Amount of appropriation $2,000, and will be expended in repairs this season.

Amount (estimated) required for completion of existing project	$20,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving harbor at Muskegon, Michigan: Continuing improvement, seven thousand five hundred dollars.

This work is located in the Michigan collection district, Michigan, and is situated at the Muskegon Light. The nearest port of entry is Grand Haven, Mich.

Statement of commercial statistics, Muskegon Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	5,543
Revenue collected	$1,025 17

IMPROVEMENT OF MUSKEGON HARBOR, MICHIGAN.

Object.—To secure a navigable stream from Lake Michigan to Muskegon Lake, which is the harbor of Muskegon.

Project.—The original project, adopted in 1866, was to secure a channel of entrance of navigable width and to extend the piers beyond the bar to 17 feet soundings; modified in 1880 to increase the width of entrance from about 190 to 300 feet by a detached north pier.

Present works.—1st. North pier, outer detached section, 351 feet long, crib-work built 1882–'86, in good condition. Inner section, old pier, 638 feet crib-work. End crib badly damaged by collisions, 30 feet wide, built in 1880; 70 feet crib-work, 32 feet wide, built 1871–'72, in fair condition; 518 feet crib-work, 20 feet wide, built from 1868–'70. The pile-revetment is 392 feet long, 252 feet being 20 feet wide, and 140 feet 14 feet wide, built 1874–'75. This work is in bad condition, and requires complete renewal from the water-line up. 2d. South pier, 302 feet crib-work 30 feet wide, built 1875–'78, in fair condition, excepting pier-head, which has been damaged by collisions; 33 feet crib-work, 32 feet wide, built in 1869, in fair condition; and 215 feet crib-work, 20 feet wide, built in 1868, in fair condition. The pile-work in-shore is 380 feet long and 20 feet wide, built in 1872–'74. This work should be entirely renewed above the water-line, as it is in a badly decayed condition.

Depth of water.—Between piers, 15 feet; on bar in advance of piers, 14 feet.

Operations.—North pier, outer section: The extension of 100 feet, two cribs, under contract with Heiro B. Herr, of Chicago, Ill., was completed August 31, 1885, to which date his contract had been extended from June 30. South pier: The break in pier-head was repaired by placing a jacket, securely bolted to the old work, in the gap, and filling it with stone. A break in channel wall, caused by collision, and extending down seven courses, was also closed. The pile-work was also overhauled where filling had washed out. All work of repairs was done by hired labor and purchased material.

To complete the improvement of this harbor in accordance with the present project, it is estimated that $101,125 will be required, and I would respectfully recommend that $100,000 of this amount be appropriated for the fiscal year ending June 30, 1888.

Original estimated cost of work, 1866, amended 1879	$168,901 75
Whole amount appropriated from 1866 to 1887, inclusive	234,000 00
Whole amount expended	215,203 33
Amount (estimated) required for completion of existing project	101,125 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving harbor at Ontonagon, Michigan: Continuing improvement, six thousand dollars.

Name of harbor, Ontonagon, Mich.; collection district, Superior, Mich.; nearest light-house, Ontonagon, Mich.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	186	121,600
Vessels cleared	186	121,600

PRINCIPAL ARTICLES OF EXPORT AND IMPORT.

Articles.	Quantity.	Value.
EXPORTS.		
Copper ... tons	470	$94,000
General merchandise ... do	160	12,000
Fish ... do	30	1,000
Lumber ... feet, B. M	283,450	435,000
Laths	2,572,000	30,000
Total		572,000
IMPORTS.		
General merchandise ... tons	2,070	200,000
Grain ... bushels	26,000	11,500
Flour ... barrels	2,400	15,000
Provisions ... do	200	2,600
Salt ... do	300	300
Coal ... tons	400	2,400
		[illegible],800

Amount of revenue collected, none.

This harbor derives its chief importance from the fact that it affords the only available refuge for vessels in stress of weather along the south shore of Lake Superior between the Apostle Islands and Keweenaw Point, a distance of 120 miles. It is also a port for a large back country and has considerable local commerce. It is desirable to complete the works as soon as possible and in accordance with the original plan, except that the depth between the piers should be made at least 14 feet, instead of 12 feet, as there provided for.

Original estimates (see Report of Chief of Engineers, 1867, page 65)	$363,770
Appropriated	285,600

The first appropriation for the improvement of this harbor was made in 1867.

The project consisted in the construction of two parallel piers 250 feet apart, extending to the 18-foot contour, and dredging a channel between them 12 feet in depth, connecting the deep water in the lake with the deep water in the river. The contemplated length of the east pier was 2,340 feet, and of the west pier 2,160 feet. At the end of the fiscal year under consideration there had been completed 2,265 feet of the east pier and 2,375 feet of the west pier, except additional filling and planking of cribs Nos. 21 to 31, and the outer 100 feet, which is lacking the superstructure; 10,546 cubic yards of material had also been removed by dredging.

The unappropriated balance of the original estimate is $91,170. A revised estimate will probably be required, increasing the original by about $26,000.

No work has been done at this harbor during the past fiscal year.

The work contemplated during the fiscal year ending June 30, 1888, should an appropriation be made, will consist in further pier extension and probably some repairs.

Amount (estimated) required for completion of existing project	$78,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving harbor at Pentwater, Michigan: Continuing improvement, four thousand dollars.

This work is located in the Michigan collection district, Michigan. The nearest light-house is at Little Point Sable; a light is shown near head of south pier, and the nearest port of entry is Grand Haven, Mich.

The commercial statistics for this harbor for the fiscal year ending June 30, 1885, are as follows:

Vessels entered and cleared	187
Revenue collected	$69 17

Object.—To secure a navigable channel from Lake Michigan to Pentwater Lake, which is the harbor of Pentwater.

Project.—The present project, adopted in 1866, is to obtain a channel 150 feet wide and 12 feet deep, protected by piers extending into Lake Michigan and revetments to Pentwater Lake.

The amount expended to June 30, 1884, resulted in securing a channel of navigable width a depth of 10.8 feet, the stage of water being 1.5 feet high. The amount expended to June 30, 1885, resulted in placing one crib 50 feet long by 30 feet wide on pile foundation, in extension of north pier, in general repairs to piers and revetments, and in securing a depth of 12 feet between the piers.

Present works.—1st. North pier consists of 402 feet crib-work, of which 233 feet is 30 feet wide and 169 feet 20 feet wide; 428 feet pile-pier 14 feet wide, constructed from 1870 to 1886, and 1,393 feet pile-revetment 14 feet wide. All in fair condition. 2d. South pier consists of 619 feet crib-work, of which 32 feet is 32 feet wide, built in 1870, and 587 feet 20 feet wide, built in 1868–'69; also 95 feet pile-pier, 14 feet wide, built in 1872, and 1,297 feet pile-revetment built in 1873–'74. All of the work is in fair condition.

Depth of water.—A navigable channel of about 10 feet depth has been maintained throughout the year.

Operations.—North pier: The outer end of modified superstructure was cut away 27 feet back, the break in old pier-head repaired, and new superstructure built over crib placed last year and replacing that cut away. This work was done by hired labor and purchased material.

South pier: The outer crib was leveled up and superstructure raised one course.

As stated in my last annual report, in order to secure the proper depth of water at entrance, the south pier should be extended 300 feet, and it is respectfully recom-

mended that $40,000 be appropriated for this purpose for the fiscal year ending June 30, 1888.

Original estimated cost of work 1866, amended 1873	$192,020 00
Whole amount appropriated from 1866 to 1887, inclusive	217,820 00
Amount (estimated) required for completion of existing project	45,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving harbor at Portage Lake, Michigan: Continuing improvement, fifteen thousand dollars.

The work is in the Michigan collection district, Michigan. The nearest port of entry is Grand Haven, and the nearest light-house is the Manistee Light.

No commercial statistics were obtainable.

Object.—To secure a navigable channel from Lake Michigan to Portage Lake, such as to make of it a harbor of refuge.

Project.—The original project adopted in 1879 was to dredge a channel 300 feet wide and 18 feet deep connecting the two lakes. The sides of the cut to be protected by pile revetments extending into Lake Michigan by piers of crib-work. The channel, however, is 370 feet wide.

Present works.—North side of channel 50 feet crib-work, 24 feet wide, and 1,239 feet of pile revetment, 14 to 18 feet wide, filled with edgings ballasted with stone. South side of channel 573 feet pile-work 14 to 18 feet wide, and 805 feet pile revetment 14 feet wide, filled with edgings ballasted with stone. All this work is in good condition, except a short stretch in each pier where the channel rows of piles were not driven deep enough for an 18-foot channel.

Depth of water.—The 12-foot channel 50 feet wide, dredged near the close of the fiscal year 1885, was sufficient for the requirements of local commerce until the close of navigation. In the spring of 1886 extensive shoaling was found to have taken place so as to close the harbor to the light-draught vessels trading between Onekama and Chicago and Milwaukee.

At the end of the fiscal year a cut had been made by the U. S. dredge Farquhar, 13 feet deep, between the two lakes, and a second one was well advanced towards completion.

As stated in previous reports, sound economy would indicate that appropriations for this work should be sufficiently large to complete it within the shortest possible time. With the pier-heads where they now are, the space between the piers is bound to shoal up every fall and spring, under the influence of the heavy gales that prevail during those seasons, necessitating frequent dredging, which at present is of no real benefit to the general project for a harbor of refuge, but which is required for the accommodation of local commerce.

The approved project called for 1,000 feet crib-work 24 feet wide and 200 feet crib-work 30 feet wide to place the outer ends of the piers in water sufficiently deep to prevent shoaling of channel inside.

I would respectfully recommend that $150,000 be appropriated for the fiscal year ending June 30, 1888, as that amount can be economically expended.

Original estimated cost of work, 1879	$189,860 00
Whole amount appropriated from 1879 to 1887, inclusive	82,500 00
Whole amount expended	66,817 78
Amount (estimated) required for completion of existing project	182,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	150,000 00

Improving and repairing harbor of refuge at Sand Beach, Michigan: Continuing improvement, forty thousand dollars.

The work is located in the collection district of Port Huron, which is the nearest port of entry. There is a light-house on the northwest angle of the main breakwater, and a light on each side of each entrance. A light-house is under construction on the northern side of the main entrance. Upon its completion a rearrangement of the lights will be made, dispensing with one.

The commercial statistics for this harbor are as follows:

Classified table of tonnage, by months, entering the harbor of refuge, Sand Beach, Lake Huron, from June 30, 1885, to June 30, 1886.

Months.	Steamer.		Sail.		Tow.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
1885.								
July	25	5,541	30	1,774	9	2,098	64	9,323
August	66	20,995	38	4,832	39	14,278	140	40,105
September	93	42,837	55	8,143	66	34,239	214	75,219
October	83	34,342	61	5,525	74	27,641	218	67,508
November	117	62,159	37	4,908	122	50,464	276	117,531
December	9	4,784	2	35	3	1,809	14	6,628
1886.								
April	10	3,429	.....	.....	3	1,123	13	4,552
May	48	14,986	43	3,585	40	15,553	131	34,124
June	26	6,877	37	2,602	14	3,623	77	13,102
Totals	477	195,860	303	31,404	367	140,828	1,147	368,092

Tonnage of vessels taking shelter in the harbor of refuge, Sand Beach, Lake Huron.

Calendar year.	Tonnage.			Total tonnage.	Total number of vessels.	Average tonnage.
	Steam.	Sail.	Towed.			
1877	63,966	27,699	50,954	142,619	493	289
1878	104,025	39,699	99,282	243,006	781	311
1879	133,080	45,750	100,096	278,926	921	303
1880	138,702	55,630	147,260	361,592	1,317	275
1881	144,645	55,960	127,855	328,460	1,176	279
1882	146,132	26,504	114,067	286,703	1,022	280
1883	177,122	32,713	114,091	323,926	1,139	284
1884	156,518	34,724	122,980	314,222	1,142	275
1885	196,364	29,426	251,607	377,397	1,158	325
Totals	1,280,554	348,105	1,028,192	2,656,851	9,149	291

One thousand one hundred and forty-seven vessels, with an aggregate of 368,091 tons register, sought refuge in the harbor during the fiscal year.

The present project for this improvement was adopted in 1873. It consists of a breakwater constructed of timber cribs filled with stone, including an area which is to be deepened, where necessary, by dredging.

Its object is to afford a harbor of refuge to the vessels engaged in the navigation of northern and northwestern lakes, when caught in heavy weather near the dangerous Pointe Aux Barques.

Previous to 1876 vessels so caught were compelled to run a distance of 60 miles, and find refuge in Saint Clair River. After the subsidence of the gale those upward bound had to work their way back again.

The project for the season of 1885, based upon the funds available was completed in August. One hundred linear feet of sea-wall was added to that which was in place on the 30th June and on the west pier; the minor repairs and ice protection completed, and the plant laid up for the season.

On the 9th September, 1885, the work was damaged by a very severe storm from the northeast.

Work for the season of 1886 was commenced May 1. Examinations of the crib foundations made by a diver revealed little disturbance of the protected portions. At the points of greatest settlement the crib-walls seem to have cut through the foundations.

These places of excessive settlement are all on that portion of the work which was done by contract, where the cribs were sunk without special preparation of the bottom.

The depth of water here was originally from 26 to 30 feet.

By the 30th of June the available balance was reduced to $4,283.60, and that being required for operating expenses until a new appropriation should become available, all work which could not be attended to by the permanent force was suspended.

Amount appropriated for this work to date	$1,050,000 00
Amount (estimated) required for completion of existing project	25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	145,000 00

Improving harbor at Saint Joseph, Michigan: Continuing improvement, ten thousand dollars; of which five thousand dollars shall be used to improve the Benton Harbor Channel.

This work is located in the Michigan collection district, Michigan, and is situated at the Saint Joseph Light. The nearest port of entry is Grand Haven, Mich.

Statement of commercial statistics, Saint Joseph Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	7 89
Revenue collected	$248 53

Object.—To secure a navigable channel from Lake Michigan to the Harbor of Saint Joseph, Mich.

Project.—The present project was adopted in 1866, and modified in 1874, and is to secure a channel of entrance of navigable width and not less than 16 feet deep.

Present works.—1st, North pier, from outer end to angle, 456.7 feet crib-work, 100 feet being 30 feet wide, built 1880–'81; the balance, 24 feet wide, built 1875–'78, all in good condition. From the angle inshore there is a section of crib-work 24 feet wide, built previous to 1866, which now extends to a point 242.3 feet from the angle, in fair condition. From the end of this section inward the old work is so badly wrecked as not to merit the name of a work of protection. It is all being removed.

2d. South pier, 666 feet pile-work, 25 feet wide, 416 feet of which was built 1871–'72, 200 feet 1867–'68, and 50 feet built prior to 1866. This work has been repaired from time to time, but is in a precarious condition at present.

The south revetment, built prior to 1866, is 162 feet long, of pile-work, and it is in poor condition.

The north bank of the Benton Harbor Canal was revetted by the Cincinnati, Wabash and Michigan Railway Company in 1882. By the terms of the original agreement the company was to revet the entire north bank in consideration of the United States widening the canal beyond what was called for by the original project. The United States constructed in 1881 and previous years 1,585 feet of plank-beam revetment on the north bank of the canal, joining at its western end the wing-dam, 720 feet long, built 1874–'79. The wing-dam is in fair condition, but the plank-beam can hardly be called serviceable at present.

Depth of water.—Across the bar and to the railway bridge there is a depth of 14 feet. In the canal there is an available depth of 11 feet.

Operations.—Work during the fiscal year has been confined to repairing breaks in north pier caused by heavy storms. One break near the shore-line was particularly dangerous, as it threatened to open a channel through the pier to the lake.

To carry out the present plan of improvement for the harbor proper of Saint Joseph below the railway bridge it is estimated that $41,015 will be required, and I would respectfully recommend that this amount be appropriated for the fiscal year ending June 30, 1888.

Original estimated cost of work as now being carried on	$128,288 47
Whole amount appropriated since adoption of present project, from 1836 to 1887, inclusive	342,113 00
Amount (estimated) required for completion of existing project	41,015 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	41,015 00

Improving harbor at South Haven, Michigan: Continuing improvement, five thousand dollars.

This work is located in the Michigan collection district, Michigan, and is situated at the South Haven Light. The nearest port of entry is Grand Haven, Mich.

Statement of commercial statistics, South Haven Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	283
Revenue collected	$113 55

IMPROVEMENT OF SOUTH HAVEN HARBOR, MICHIGAN.

Object.—To secure a navigable channel from Lake Michigan into South Black River, Michigan, which is the harbor of South Haven.

Project.—The present project, adopted in 1866 and modified in 1879, was to obtain a channel of entrance of navigable width and not less than 14 feet deep.

Present works.—1st. North pier, 606 feet crib-work, 255 feet being 32 feet wide, built in 1872–'74; 30 feet, 30 feet wide, built in 1871, and 321 feet, 20 feet wide, built in 1868–'69, all in fair condition. The north revetment in continuation of pier is 986 feet long, 524 feet being pile-work 14 feet wide, built in 1876; and 462 feet plank-beam, built 1879, in serviceable condition. 2d. South pier, 502 feet crib-work, 150 feet being 32 feet wide, built 1871–'74; 352 feet, 20 feet wide, built 1868, in fair condition.

The south revetment is 998 feet long, 143 feet being pile-work 14 feet wide, built 1878, and 855 feet plank-beam, built 1878–'82, in serviceable condition.

Depth of water.—On the bar there is 14 feet, between the piers 12 feet, and to the railway dock 10.5 feet.

Operations.—From July 1 to September 24, 1885, 29,865 cubic yards of material were dredged from between the piers. This was done by hired labor, using the United States plant.

There still remains a considerable amount of dredging to be done. The piers and revetments require to have their filling overhauled to make it sand-tight, and, in addition, pier extension is indicated with a view of securing deeper water between the piers. It is respectfully recommended that $40,000 be appropriated for the fiscal year ending June 30, 1888, for the purposes mentioned.

Original estimated cost of work, 1866	$128,288 47
Whole amount appropriated from 1866 to 1887, inclusive	182,000 00
Whole amount expended	171,451 39
Amount (estimated) required for completion of existing project	77,500 00
Amount that can be profitably expended in fiscal year ending June, 30, 1888	40,000 00

Improving harbor at White River, Michigan: Continuing improvement, six thousand dollars.

This work is located in the Michigan collection district, Michigan, and is situated at the White River Light. The nearest port of entry is Grand Haven, Mich.

Statement of commercial statistics, White River Harbor, Michigan, from July 1, 1885, *to June* 30, 1886.

Vessels entered and cleared	1,623
Revenue collected	$313 65

IMPROVEMENT OF WHITE RIVER HARBOR, MICHIGAN.

Object.—To secure a navigable channel from Lake Michigan into White Lake, Michigan.

Project.—Adopted in 1886. To dredge a channel, 200 feet wide and 12 feet deep, between the two lakes, and protect it by parallel piers and revetments.

Present works.—North side: Pier and revetment, composed as follows: 45 feet pile-pier, 40 feet wide, built in 1872, repaired 1885–'86; 155 feet pile-pier, 20 to 25 feet wide, built in 1872; 256 feet pile-pier, 20 feet wide, built in 1871; 600 feet pile-pier, 14 to 18 feet wide, built in 1870, and 475 feet pile-revetment, 12 to 14 feet wide, built in 1868. All in bad condition, except where repaired recently. South side, composed as follows: 50 feet crib-work, 30 feet wide, constructed in 1882–'83; 51 feet crib-work, 24 feet wide, extended by pile-work in repairs to 30 feet wide in 1881–'83; 255 feet crib-work, 24 feet wide, built in 1876–'81; 367 feet pile-pier, 19 to 24 feet wide, built in 1870–'72; 717 feet pile-work, 12 to 14 feet wide, built in 1869–'70; 340 feet repaired in 1885–'86 by building new superstructure, the remainder in bad condition, and 414 feet pile-revetment 12 to 14 feet wide, in good condition, repaired 1885–'86.

Depth of water.—Owing to defective revetments, sand-leaks, &c., the channel has shoaled so that steamers drawing 9 to 10 feet are obliged to enter and leave stern foremost. There is probably 9 feet available.

Operations.—North pier, June 30 to October 31, 1885: The outer section, 45 feet long, was cut down to zero of gauge; new piles, 22 in all, were driven to replace old ones, and new superstructure, 6 feet high, put on. The work was then filled with brush, ballasted with stone. Near the end of the fiscal year a party was put at work cutting down old piles of revetment to zero of gauge, preparatory to putting on timber superstructure. South pier: The timber work of the new superstructure (length 754 feet), commenced in 1885, was completed by adding the third and fourth courses.

The above-mentioned work was done by hired labor, the edgings having been purchased in open market and the stone by contract.

For continuing pier-extension of both piers and renewing entire superstructure of old pile-work not already overhauled, above water-line, and overhauling and renewing old filling where needed to stop sand-leaks into the channel, $50,000 can be expended to advantage during the fiscal year ending June 30, 1888, and it is respectfully recommended that this amount be appropriated.

Original estimated cost of work, 1866, amended 1873	$220,445 56
Whole amount appropriated from 1866 to 1887, inclusive	247,550 00
Whole amount expended	235,680 02
Amount (estimated) required for completion of existing project	84,225 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Marquette, Michigan: Continuing improvement and repairs, twenty-five thousand dollars.

Name of harbor, Marquette, Mich.
Collection district, Superior, Mich.
Nearest light-house, Marquette, Mich.

The city of Marquette, situated on this harbor, has a population of 4,690 inhabitants, according to the census of 1880.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	521	369,073
Vessels cleared	548	390,433
Total	1,069	759,506

PRINCIPAL ARTICLES OF IMPORT AND EXPORT.

Articles.	Approximate value.
IMPORTS.	
Coal, flour, feed, oils, and general merchandise	$1,500,000
EXPORTS.	
Iron ore	3,750,235
Timber	63,290
Lumber	75,000
Stone	24,500
Total	3,913,025

Amount of revenue collected $6,726 52

IMPROVEMENT OF MARQUETTE HARBOR, MICHIGAN.

Original estimate (see Report of Chief of Engineers, 1866, III, 8; IV, 81)	$385,129 58
Appropriated to date	329,230 00

The project for the improvement of this harbor was adopted in 1866. It consisted in the formation of a crib breakwater, extending from a point north of the city of Marquette in a direction due south for a distance of 2,000 feet, thus affording a protection to the water front of the city.

Work was begun in 1867, and the breakwater was completed to its present length of 2,010 feet in 1875, at a cost of about $291,000, or $94,000 less than the estimated cost. Since its completion, appropriations amounting to $27,000 have been made, of which about $15,000 have been expended on repairs.

This harbor is of the greatest importance, its commerce being very extensive and constantly increasing, and is also valuable as a harbor of refuge.

The original project has been completed, but more protection is needed and should be afforded, either by considerable extension of the present breakwater or the construction of a detached work, as may be deemed necessary, the latter method being considered preferable. It is proposed, with the sanction of the Department, to retain the funds now on hand for this purpose, with the exception of such amounts as may be needed for current repairs, until, by further appropriations, a sufficient sum becomes available to prosecute new work advantageously.

No work has been done at this harbor during the past fiscal year, but arrangements have been made for riprapping a portion of the breakwater near its outer end, which will probably be completed in July. The superstructure is decayed in places, and an examination will be made while riprapping is in progress, to ascertain definitely what repairs, if any, are needed, and a project will be submitted if repairs are found necessary.

Amount that can be profitably expended in fiscal year ending June 30, 1888 . $100,000 00

For the purchase of the two improved water-ways known as the Portage Lake and River Improvement Company Canal, and the Lake Superior Ship-Canal, Railway and Iron Company Canal, being the improved harbors of refuge and the water communication across Keweenaw Point from Keweenaw Bay to Lake Superior, by way of Portage River and Lake, in the State of Michigan, and to make the same a free passage-way and harbors of refuge to commerce and navigation, three hundred and fifty thousand dollars: *Provided*, That no part of said sum shall be expended until a full and absolute conveyance of said two harbors of refuge, canals, easements, rights of way, piers, docks, and appurtenances of every nature belonging to or connected with said works, or either of them, has been made to the United States by the owner or owners thereof, and the Attorney-General of the United States shall have certified to the Secretary of War that the title is perfect.

REPORT OF BOARD OF ENGINEERS RESPECTING WATER COMMUNICATION ACROSS KEWEENAW POINT, LAKE SUPERIOR, MICHIGAN.

ARMY BUILDING,
New York, December 22, 1886.

GENERAL: The Board of Engineers, constituted by Special Order 112, paragraph 3, Headquarters Corps of Engineers, Washington, D. C., August 13, 1886, to consider and report upon certain questions, under act of Congress approved August 5, 1886, in connection with the Portage Lake and River Improvement Company Canal, and the Lake Superior Ship-Canal Railway and Iron Company Canal, &c., Michigan, has the honor to submit the following report:

The southern shore of Lake Superior, from Sault Ste. Marie on the east to Duluth on the west, a direct distance of about 375 miles, conforms in general to the 46° 30′ parallel of north latitude, but midway between the two cities the rocky promontory of Keweenaw Point projects northeastwardly into the lake, and compels vessels engaged in the coasting trade to make a wide detour. The shores of this promontory are bold, with outlying reefs, dangerous to navigation, and with no good harbors to afford refuge in storms. All important copper mines of the Lake Superior region heretofore opened lie north of the 46° 30′ parallel of north latitude, near or upon this projecting point.

About 40 miles southwest from its extremity the promontory is cut nearly in a north and south direction, by the water-way which forms the subject of this report. Its total length is 24 miles. Of this distance nature has made about 16 miles navigable

for all classes of vessels through Portage Lake, which occupies a narrow and deep chasm, formed by some ancient convulsion.

Heading about 2 miles from Lake Superior on the northwest side of Keweenaw Point it extends southward, receiving from the east the overflow of Torch Lake. The natural depth of both lakes is ample for all purposes of commerce, present and prospective. They drain, by Portage River into Keweenaw Bay, the great re-entrant formed by the promontory and the southern shore of Lake Superior. The original draught which could be carried through Portage River into the lake was from 3 to 5 feet. To secure this depth on many interior rivers large expenditures are annually made by the Government.

Hancock and Houghton are the chief shipping ports of the copper industry. They lie opposite each other on Portage Lake, about 10 miles from Lake Superior. When the development of the mines had reached such a point as to render the demand for increased facilities of communication imperative, the country was upon the eve of civil war. The work was inaugurated and has been completed without assistance from the General Government.

The project of cutting a ship-canal through the ridge of sand and hard-pan separating the north end of Portage Lake from Lake Superior was also formed during the war, and a company was incorporated for the purpose. The present canal has resulted, after various changes in organization, which will be considered more in detail below. The General Government has aided this part of the work by appropriating 400,000 acres of public lands. No other assistance was received from the General Government or from the State of Michigan.

These two improvements, although owned by separate corporations, are now practically controlled by the same individuals.

NATIONAL IMPORTANCE OF PORTAGE LAKE ROUTE.

Before going into details respecting the history, present condition, and present value of this water-way, its national importance will be considered from two points of view: That of interstate commerce and that of copper production.

Interstate commerce.—The records of the Sault Ste. Marie Canal afford precise data from which to judge of the extent and nature of the commerce of Lake Superior. The following figures exhibit the freight which has passed through the canal during the past five years:

Years.	Registered tonnage.	Actual freight.
	Tons.	*Tons.*
1881	2,092,521	1,567,741
1882	2,468,083	2,020,521
1883	2,042,259	2,267,105
1884	2,997,837	2,874,557
1885	3,035,937	3,256,62

The increase during 1886 has been enormous, and, according to present indications will amount at the close of the season to fully 4,500,000 tons of actual freight, moved almost exclusively by steam. According to the official report, the Suez Canal itself only passed 5,871,500 net tons in 1884.

There are few ports on the northern shore of Lake Superior at which our vessels find it profitable to trade. They naturally hug the southern shore, on which are situated the centers of the iron, copper, and lumber industries; where are imported immense supplies of coal, lime, building materials, machinery, provisions, and supplies of every kind; and where are exported iron, copper, and lumber. At Duluth and Superior City the exports of grain and imports of every kind needed to develop the new region opened by the Northern Pacific and other railroads swell the traffic to the enormous and increasing figures given above. Keweenaw Point, as already stated, juts far out into the lake and obstructs this natural route of trade.

Again, the prevailing storms of the Lake Superior region are from the northwest and the northeast. The natural route of commerce near the southern side lies, therefore, throughout its whole extent along a lee shore. During the summer months navigation is usually safe, but in the spring, when the winter accumulations of iron, copper, and lumber demand prompt shipment, and in the autumn, when the wheat crop is pouring from the great Northwest, the lake is stormy and dangerous. Harbors of refuge are urgently needed, not only to save life and property, but also to prevent delays and afford that certainty of rapid transit upon which the low price of freights depends. A vessel liable to be compelled by an approaching storm to [illegible] along

the Apostle Islands, it may be for days, before daring to encounter the perils of rounding Keweenaw Point, "the Cape Horn of Lake Superior," must charge accordingly. The distance to be traveled before reaching the next harbor of refuge, Marquette, is fully 225 miles, and the whole commerce of Lake Superior is subjected to delays and corresponding increase of rates of freight by the lack of intermediate shelter.

The Board is under obligations to Mr. E. T. Evans, general manager of the Lake Superior Transit Company, Buffalo, N. Y., for a list of casualities on this iron-bound coast between the years 1847–1886. This document, appended, marked A, exhibits what have been the dangers in the past, and affords data for estimating what they may be expected to be in the future, with the vastly increased shipping now engaged in the traffic. The aggregate loss already reaches two hundred lives and $2,359,340.

Portage Lake, about midway between Marquette and Ashland, would be a perfect harbor of refuge if a western entrance from Lake Superior were provided safe to enter during storms; at present no such entrance exists.

It appears from the foregoing facts that, partly to remove the obstruction offered by Keweenaw Point and partly to secure a needed harbor of refuge, the construction of a ship-canal to perfect the Portage Lake route would now be urged by the navigation interests of the lakes even if private enterprise, aided by the Government, had not already begun the improvement. That there is now a lively interest felt in the matter throughout the whole lake region is apparent from the communications from leading commercial organizations appended, and marked B and C, the former addressed to the Board, the latter received in response to a circular letter.

Copper production.—The national importance of the great copper mines of Lake Superior requires no demonstration. The Calumet and Hecla mine alone furnishes one-tenth of the world's annual production. The following official statement exhibits how rapidly the industry is developing:

Refined copper from Lake Superior mines.

Years.	Net tonnage.	Value in New York.
1855	2,904	$1,586,160
1860	6,034	2,654,960
1865	7,179	5,635,515
1870	12,311	5,096,752
1875	18,019	8,180,626
1880	24,869	9,947,673
1885	36,093	.....

By far the largest portion of this product is mined in the vicinity of Portage Lake and shipped directly from Hancock and Houghton; even the copper shipped at the small ports of Ontonagon, Eagle Harbor, and Copper Harbor is brought to the same place for smelting. The whole annual production of Lake Superior copper is thus compelled to pass through the Portage Lake route and pay a tax to the canal companies before it reaches the free waters of the United States. But this is not all. The region is productive only in minerals, and there are no manufactures. A few potatoes and a little hay form the sole crops. The food supplies and all manufactured articles for the use of a mining population of about 30,000 persons, to say nothing of the coal, lime, and other materials used in producing the copper, are received through the same Portage Lake route, and are subjected to this same tax. The recent extension of the railroad from L'Anse has not, as we are informed, afforded relief. The annual exports and imports at Houghton and Hancock are reported to the Board as probably exceeding $12,000,000, of which 95 per cent. pertains to States other than Michigan. Precise figures on which to base these estimates were not presented, but the statement was made to the Board at a public meeting of leading citizens and was indorsed by all the business men present.

There is thus presented a singular anomaly in American practice; a great national industry situated on navigation waters of the United States, taxed for interstate commerce in the persons of every man, woman, and child engaged in the production, and taxed twice—once for the product, and once for every necessary of life.

The iron industry is not thus handicapped at the neighboring cities of Marquette and Escanaba, where good harbors have been provided by the General Government free from all charges to those engaged in the production.

HISTORY OF THE PORTAGE LAKE CANALS.

(1) *Portage River improvement.*—By the year 1859 the copper interests centering in Portage Lake had acquired an importance that rendered improved facilities for transportation a necessity. At the mouth of Portage River there was a depth of from 3

to 5 feet over the bar. Vessels arriving there were anchored in the offing, freight was transferred by lighters to docks inside the bar and there again transferred to scows upon which it was towed to the mines, a distance of about 14 miles, at a cost of $4 per ton. The expense, delay, and annoyance attendant upon this method of procedure led those who suffered therefrom to attempt a remedy by dredging the river and bar and constructing a breakwater. The sum of $30,000 was raised by subscription; the contributors being the Quincy, Pewabic, Franklin, Mesnard, Pontiac, Saint Mary's, Albany and Boston, and Isle Royale Mining companies, and two merchants and land owners, Messrs. Sheldon and Douglas. Mr. John H. Forster was employed as engineer, and a contract was made with Mr. W. W. Williams for securing a channel 10 feet deep and 80 feet wide at bottom. Instead of using the original river mouth the engineer selected a point further to the east, where he laid out a breakwater and a canal leading to it through a tamarack swamp, the length of cut being 1,200 feet. The object of the breakwater was to prevent the sand moved by northeast storms from filling up the mouth of the canal. Only one pier was considered necessary. It was built during the winter of 1859-'60, the cribs being constructed upon the ice and then sunk, and the stone hauled from the quarry upon sleds, the thermometer often running from 20° to 30° below zero. In the month of June, 1860, the first lake steamer was piloted through the canal and river up to the docks in Hancock, though the contract for the improvement was not completed until the autumn of that year. This work was done without the authority of law.

In the following year an act was passed by the Michigan legislature to provide for the formation of companies to construct canals or harbors and improve the same, which act was approved and became law March 13, 1861. Under this law the Portage Lake and River Improvement Company was incorporated, being composed of the persons who had begun the improvement. They were authorized to charge tolls upon all vessels drawing more than 5 feet, the rates being fixed by Houghton County.

The improvement thus far made, great as it was, was very far from being complete. Considerable sums, the exact amounts of which are known only to the company, were expended annually in maintaining and deepening the channel, straightening the river, and placing buoys and beacons. As the trade of the locality increased, greater facilities were called for in the use of the water-way. As early as 1865 a depth of 13 feet was called for. In 1874 extensive additional dredging was begun, the object being to obtain a channel depth of 13 feet. In 1875 the old pier was widened and a new superstructure constructed, the old foundation remaining intact then as it does now. Dredging has been continued annually. The income from tolls also increased annually, enabling the corporation to provide for these additional expenses and at the same time to have a handsome profit remaining.

In 1879 the Michigan legislature passed an act, approved May 22, under which any county in which the greater part of a canal or improved river may pass is authorized to purchase such canal or improvement, paying to the improvement company the amount of its capital stock and the amount of all subsequent expenditures in repairs and alterations, with interest at 10 per cent., but deducting from the amount of interest the net proceeds of the improvement.

Of late years pressure has been brought to bear upon the company to reduce the tolls. In 1885 the rates of toll were reduced by nearly 50 per cent. below what they had been up to that time since 1863. The demand now is that the tolls shall be removed altogether and that the water-way shall be further enlarged. None of the original stockholders now hold any interest in the corporation, and we are informed that the property is now owned entirely by persons non-residents in the district.

(2) *Lake Superior Ship Canal, Railway and Iron Company.*—The opening of Portage Lake, by means of the improvement of Portage River, to vessels navigating Lake Superior, enabled them to go within a trifle over 2 miles of Lake Superior on the west side of Keweenaw Point. The advantage which would accrue from making the waterway continuous from the east side to the west side of Keweenaw Point was obvious, but it involved the construction of an artificial canal 2 miles long, with a breakwater at its entrance from Lake Superior. The expense of such a work was beyond the means of the persons immediately interested in the local trade of Portage Lake, and the benefits to result from it would be national rather than local, while the returns to be expected from the tolls would probably not pay interest upon the investment for many years.

A corporation entitled the Portage Lake and Lake Superior Ship Canal Company was organized under the State laws in 1864, its articles of agreement being filed with the secretary of state of Michigan July 15, 1864. By a joint resolution of the Michigan legislature dated January 21, 1865, Congress was asked to aid the enterprise by a grant of land. The Minnesota legislature passed a resolution to the same effect February 24, 1865. Congress responded by granting to the State of Michigan, by the act approved March 3, 1865, 200,000 acres of land. By act approved March 18, 1865, these lands were conferred by the State upon the above-mentioned corporation, with certain *conditions.* A plan of construction was then adopted, which was more expensive

than had at first been contemplated. Additional aid was sought from Congress by the governor and Representatives of Michigan. The legislatures of Wisconsin and New York passed resolutions February 27, 1866, asking Congress to aid the enterprise. A number of cities also sent in petitions to the same effect. Congress again responded by granting 200,000 additional acres of land by act approved July 3, 1866.

The canal was to be 13 feet deep and 100 feet wide, and to be provided with a breakwater at its Lake Superior end. For several years operations were limited to surveying the ground, procuring machinery, and the exploration of lands to be selected under the grant. The original surveys and plans were made by Mr. I. N. Greene, engineer for the State. It was not until 1868 that the work of excavation was actually begun, and at the end of that year only a few thousand yards had been excavated. In the spring of 1869 the work was resumed with great activity, and was vigorously pushed during that and the following year. Mr. John H. Forster superseded Mr. Greene as engineer for the State June 1, 1869. In 1871 the work was embarrassed for want of funds, and made unsatisfactory progress. The title of the company was altered to Lake Superior Ship Canal, Railroad and Iron Company. In this year the company failed, and a receiver was appointed by the United States circuit court in Michigan, with authority to borrow money for the purpose of completing the canal. The work advanced slowly during the two following years.

The act of Congress making the first grant of land required that the works should be completed by March 3, 1867. The act making the second grant extended this time three years, or to March 3, 1870. The time was subsequently extended to March 3, 1872, and again to March 3, 1873, and finally to December 1, 1873. On the 18th of October, 1873, the State engineer, Mr. Forster, certified that the works were completed according to law, and on the 29th of November, 1873, the governor of Michigan certified that the works were built according to law, but that, the title to the lands upon which they were situated being vested in the officers of the company as individuals, and not in the company itself, he did not consider the works completed in accordance with the act of Congress. It was not until June 25, 1875, that the governor gave his final certificate that the works were completed, the delay being caused by the transfer of legal title required by him. Technically, therefore, the works were completed in 1875, but as a matter of fact they were completed in 1873.

In May, 1877, after protracted litigation, the property was sold under decree of foreclosure. It was purchased by Messrs. Mann and Wilson, for the bondholders and creditors of the old company, who organized the present company, under the title of Lake Superior Ship Canal, Railroad and Iron Company. The consideration mentioned in the deed to Mann and Wilson was $870,000. In the deed from them to the new company the consideration was $100, subject to prior incumbrances amounting to $1,636,385 and accrued interest at 10 per cent. The present company had no connection with the old company.

This canal, independently of the lands attaching thereto, has not proved a financial success. The income from tolls has been almost wholly expended in keeping it in repair.

PRESENT CONDITION OF THE IMPROVEMENTS.

The lake survey charts of this vicinity were prepared before the improvements had been completed, and no accurate survey of the canal and Portage River improvements had ever been made. Moreover the stamp-mill deposits have largely encroached upon Portage Lake, and demand, in the interests of navigation, immediate attention. For these reasons the Board has caused to be made a careful examination and survey (with borings where necessary) of all parts of the route where work is likely to be required by any project for further improvement. This work was promptly and well done by Mr. G. A. Marr, formerly assistant engineer on the survey of the lakes, aided by an efficient party, and the results appear upon four maps, three of them drawn upon a scale of $1'' = 400'$, and one upon upon a scale of $1'' = 100'$. They are forwarded with this report. Mr. Marr's detailed report is appended, marked N.

The following description of the route is based upon the notes of this survey, and upon a personal inspection made by the Board in October, 1886.

In considering the navigable depth of the canal as indicated by the soundings, oscillations of the lake surface cannot be neglected. A continuous gauge record has been kept above the locks at Sault Ste. Marie since November, 1870, which shows that beside the temporary and irregular changes of level due to winds there is an annual and an abnormal oscillation. In consequence of the former the water-surface is usually about a foot higher in the months of July, August, and September, than in the months of February, March, and April, the change occurring principally in the intermediate months. The gradual abnormal oscillations often cover several consecutive years, as appears from the records for sixteen years at Sault Ste. Marie, furnished by General Poe, appended, marked E. The extreme oscillation during the fifteen years has been 3 feet, occurring between September, 1876, and March, 1880.

During the progress of the surveys ordered by the Board a daily gauge record was kept in Portage Lake. To connect this with the levels of the lake survey a comparison was made, during calm weather, on November 9, 1886, with the nearest bench-mark (at Marquette). The water there stood 601.32 feet above sea-level. The corresponding elevation at Sault Ste. Marie was 601.62. Upon this basis the average stage of water at Portage Lake during the survey was assumed at 601.4 feet above sea-level. The corresponding mean level at Sault Ste. Marie (601.62) was 0.36 foot below the grand mean for October and November during sixteen years. The maximum oscillation at Portage Lake during the survey was 0.6 foot 0.3′ above, and 0.3′ below the average stand, but these readings were only temporary.

Portage Lake.—Of the 24 miles covered by this route about 16 miles traverse Portage Lake. This is a long and narrow sheet of water, with a depth usually varying from 30 to 40 feet, and presenting no natural obstacle to any class of vessels ever likely to navigate Lake Superior. The width is rarely less than 1,000 feet, the banks are usually high, affording perfect protection against gales. In a word, after an entrance has been effected, no better harbor of refuge could be desired.

Two artificial obstructions to navigation exist. A low railroad and viaduct bridge between Houghton and Hancock, with a center pivot-draw affording only 68 feet clear space; and eight projecting masses of deposit from the stamp-mills—five from the Atlantic, Huron, Franklin, Quincy, and Pewabic, now in active operation. Information upon this subject has already been called for by Congress and reported upon by Maj. H. M. Robert, Corps of Engineers, House Ex. Doc. 85, Forty-seventh Congress, second session.

The Board was informed that the second section of the river and harbor act of August 5, 1886, was urged upon Congress with special reference to abating these stamp-mill deposits which, unless checked, must soon destroy the value of the lake as a route for through commerce. Our survey was therefore extended (Map No. 2) to cover the region affected by them, and proposed harbor lines have been indicated thereon for the action of the honorable Secretary of War. The necessity of at once putting a stop to these deposits cannot, in our judgment, be too strongly stated if this route is to be made a national highway for the commerce of the lakes.

Portage River.—Portage Lake is connected with Keweenaw Bay by a river now artificially shortened to about 5 miles in length (see Map No. 3). Originally it was tortuous and obstructed by two bars, one at its exit from the lake and the other at its entrance into the bay. Only from 3 to 5 feet could be carried over these bars, although for long distances the natural channel was much deeper. At present by dredging and cutting off points, a navigable and tolerably stright channel averaging over 100 feet in width, with a minimum depth of 14 feet, has been secured. The banks are low, and no revetment has been placed to preserve the cuts.

For the harbor entrance at Keweenaw Bay a single pier has been built, projecting 675 feet from the shore line to 14 feet of water. It was originally made of a single row of timber cribs 12 feet wide, loaded with stone; but a second line was subsequently added, so that now the width is from 25 to 30 feet. While not an elegant construction, it serves the immediate needs of commerce in the comparatively sheltered position it occupies, and the Board heard no complaints as to dangers encountered at this entrance in storms.

As already stated, all the improvements in this part of the route have been made without cost to the Government, by private enterprise. No outlay has been made to secure a title to the bed of the river, but the sites of the cuts have been purchased by the company, and it is proposed to transfer a clear title to them, as set forth in the statement appended, and marked F.

The ship-canal.—This canal is 2.1 miles long. Our soundings indicate a depth of 14 feet throughout its whole extent. The least width at water-surface is 100 feet, widening to over 200 feet in the Lily Pond, and thence maintaining 100 feet nearly to Portage Lake. The southern half (near Portage Lake) traverses a swampy region, where no especially difficult work is required for enlargement. The northern half involves more outlay in its extension through an old tamarack swamp and a range of sand ridges 30 feet high with a hardpan bottom outcropping near Lake Superior. Enlargements here would be more expensive.

Throughout the whole extent of the canal its revetment consists of a front row of piles generally about 6 feet apart from center to center, capped a few inches above the water-surface to support a single row of sheet-piling; a row of anchor piles is driven about 7 feet back and connected with the front row by timber braces. The piles seem generally to be well preserved, but the caps are often decayed and the sheet-piling requires frequent repairs to maintain it in position. The superintendent, Mr. Pryor, states that experience has shown that where the route traverses sand-hills double the number of piles should be used and a double sheet-piling should be driven. As now built, if the space behind is solidly packed, the piles are pressed out of position; if it be left open, the waves entering the canal in storms tear off the sheet-piling.

Harbor entrance at Lake Superior.—The entrance to the canal is formed by two approximately parallel piers of substantial crib-work, which have resisted the storm waves and ice floes in a satisfactory manner since completed in 1873. The hardpan bottom of indurated clay upon which they rest has been of marked advantage in preserving their stability. These piers, 1,000 and 850 feet long, are of timber and stone of the usual pattern. They are 100 feet apart at the shore-line, widening irregularly to 240 feet at the lake entrance, where the depth at the date of our survey was 20 feet. Annual dredging is necessary here. The ice during the winter is said to pile up in a solid mass forming an artificial shore-line which tends to cause accumulations, and thus aggravates the usual creeping of sand round the ends of the piers.

The problem of constructing an entrance to the canal safe for large vessels during the great storms which prevail on Lake Superior in the spring and autumn is a difficult one. The tops of the present piers rise 6 feet above the surface of the lake when calm. The Board visited the place during a moderate gale from the westward on October 20. The rollers were coming in with their solid crests fully up to the top of the cribs. Where the defective trace presented surfaces normal to the direction of motion, spray was thrown many feet into the air and solid water poured over the wood-work in large volumes. The wave oscillation extended into the canal quite perceptibly for 300 or 400 feet. We were informed that in the great northeast and northwest gales, when the wind blows more directly in the line of the canal, wave motion is felt half a mile from the lake.

If a harbor of refuge is to be made at this place, it is a matter of vital importance to render the canal entrance safe in storms. A report upon the subject by Maj. H. M. Robert, Corps of Engineers, will be found in Senate Ex. Doc. No. 32, Forty-sixth Congress, second session.

VALUE OF THE IMPROVEMENTS.

The importance of this work to the general commerce of the lakes, and its necessity for extending and developing the production of copper in the Lake Superior mines, have already been considered. It remains to determine what is a fair recompense to the present proprietors for the improvements and franchises which they proposed by letters to General Poe, dated November 22 and December 1, 1884 (Senate Ex. Doc. No. 15, Forty-eighth Congress, second session), to transfer to the Government free of all incumbrances for the sum of $350,000, and which proposition was renewed verbally to the Board by Mr. J. H. Chandler, the attorney of the companies, at a meeting of the Board on October 18, 1886.

There are three modes of approaching this subject: (1) What interest upon this sum of $350,000 is now and probably will be paid by the net revenues to which the company are entitled by law; (2) to what extent will the works and property proposed to be transferred to the Government reduce the cost of the improvements needed by commerce; (3) what has been the actual investment of private funds over and above the amount already contributed by the Government, viz, the value of the 398,205.42 acres of public lands donated to aid "in the constructing and completing a harbor and ship-canal"? Each of these questions will be considered in turn.

(1) The legal tolls of the two corporations are regulated differently. Those of the Lake Superior Ship Canal Railway and Iron Company are established by the State board of control, under the provisions of an act of the State of Michigan, approved April 25, 1873. Those of the Portage Lake and River Improvement Company are fixed by Commissioners appointed by the Board of supervisors of Houghton County. The rates of authorized tolls are shown by printed statements, of which copies are appended marked G and H, respectively.

From Exibit P, appended to House Mis. Doc. No. 50, Forty-eighth Congress, first session, it appears that the total expense for improvements and repairs of the Lake Superior Ship-Canal from 1874 to 1883, inclusive, was $70,146.79. These expenditures are exclusive of salaries or other expenses incidental to maintenance of organization. The total receipts of tolls and all income from canal and other sources connected with its operation was $75,053.13; leaving, probably, no net profit.

Mr. James Pryor, superintendent of the canal, supplements this exhibit by the following figures extracted from his statement appended and marked I:

Income from season of—	
1884, from tolls	$9,585 08
1885, from tolls	10,115 50
1886 (to September 30)	6,439 88
	26,140 46
Expense for repairs, dredging, and superintendence in—	
1884	8,368 20
1885	5,997 92
1886 (to September 30)	5,000 00
	19,366 12

showing a total net income from the beginning of the season of 1884 to the end of September, 1886, of $6,774.34.

These figures indicate that, considering the large sums expended in its construction, the canal has thus far proved, financially, a failure. No office expenses other than those at Houghton are included in these figures, and a net profit of $1,000 per annum would be a large estimate, even with the increased traffic to be expected in the near future.

The exhibit of the Portage Lake and River Improvement Company is more favorable. From Mr. Pryor's statement, appended and marked K, it appears that the total expenditure from 1872 to 1885, inclusive, including repairs, dredging, and superintendence, was $120,755.71, of which $75,118.72 was for dredging and $10,598.74 for pier work and cribs. The annual expenses of this company may therefore be estimated at about $8,500.

The freight business of this company for 1884, 1885, and to October 12, 1886, and its gross income for 1884 and 1885 are exhibited by Mr. Pryor's statements appended and marked L and M. The latter, for 1884, is given as $33,968.01, and for 1885 $26.142.08. The falling off was caused by the permanent reduction in tolls which took effect in 1885. The net annual income over expenses from the investment represented by the Portage River improvement is, therefore, at current rates, about $17,500.

From the foregoing figures it appears that the two improvements which the companies propose to transfer to the United States for $350,000 now yield them an annual net income of about $18,500, and that lake commerce in the future may be expected to increase rather than diminish these figures. But to avoid loss at this price the funds received in payment must be reinvested so as to yield a little over 5 per cent. annual interest ($18,500 is 5 per cent. upon $370,000). The proposition of the companies seems, therefore, to be fair and reasonable.

(2) As to the money value of the existing works in reducing the outlay for such improvements as are now demanded by the needs of commerce at this locality, no definite estimate can be made until the details of such improvement are determined; but it is certain that the Government, from this point of view, also will receive a fair equivalent for the price asked by the companies. The works, as they now exist, could not be constructed for that price, and, consisting largely of needed excavation, they will not be sacrificed to any great extent.

(3) What sums have been actually expended upon the canal and harbor on Lake Superior cannot now be determined with precision. The subject was investigated by General Poe in 1884, and reported upon by him in Senate Ex. Doc. No. 15, Forty-eighth Congress, second session. After all the new study which it has been possible to give to the subject, the Board agrees with General Poe in his conclusion that "the probability is great that the aid supplied from all sources and applied to the construction and repair of the canal and in operating it down to the beginning of 1884 amounted to fully $3,000,000." The whole of this sum was raised by the company from private sources, except what accrued from the donation of 398,205.42 acres of public lands actually received from the General Government under the grants of 400,000 acres. At the time the title was transferred this was wild land, worth in the market $1.25 per acre, making the money value of the grants amount to $497,756.77. It is reported that some of these lands have since proved to be mineral lands and very valuable, but what bearing this has upon the present question is not apparent. Indeed, the terms of Senate resolution of inquiry of April 22, 1884, which recites that the value of this land shall be estimated at $1.25 per acre, is regarded by the Board as fixing the proper valuation at the above amount.

The amount of work done by the Portage Lake and River Improvement Company to the end of 1883 is stated with considerable precision in a letter of Mr. S. W. Thurlow, secretary of the company, contained in Appendix C to General Poe's report. Since that date the superintendent, Mr. Pryor, states that 41,870 cubic yards have been dredged, making a total of 813,707 to date; but the company has avoided furnishing accurate information as to the cost of the work. The price has varied from 90 cents for hardpan and bowlders and 30 cents for sand, paid in 1862–'63, to about 25 cents subsequently. Assuming 40 cents as a fair average, the company has expended upon dredging alone about $320,000, a very large portion of this being for maintenance and not construction. When the cost of the pier, 950 feet long, land purchases, &c., are taken into account, it would seem that the whole price now asked for both improvements cannot very largely exceed the private funds actually invested in one of them by the Portage Lake and River Improvement Company.

In fine, the Board is of opinion that the price asked for the existing improvements is just and reasonable. The investment has greatly benefited commerce and the mining interests. The franchises now owned by the corporations have been legally and fairly acquired, but they bear heavily upon commerce and especially upon the population of Houghton County, and the companies seem willing to yield to the popular demand for a free water-way so soon as they are protected against [illegible] loss

themselves. The pressure for the purchase does not originate with the owners of the property, but with the mining population and the general commerce of the lakes.

RECOMMENDATIONS.

The Board, after careful consideration of the subject in all its bearings, and in the light of all the information it has been able to collect, submits the following recommendations:

(1) That the offer of the companies be accepted, to transfer all right and title to the canal, the work of improvement on Portage River, the harbor works upon Lake Superior and Keweenaw Bay, with all lands and franchises connected therewith, free from all incumbrances and involving no other payments for bonds or otherwise whatsoever, for the gross sum of $350,000.

(2) That the route be made a free water-way of the United States, subject to no tolls or assessments whatever, and be placed upon the same footing as to maintenance as the Louisville and Portland Canal.

(3) That under the authority conveyed by section 2 of the river and harbor act of August 5, 1886, the harbor lines indicated upon accompanying map No. 2 be approved by the honorable Secretary of War; that the Engineer officer in whose district this water-way is situated be instructed to inspect from time to time and report any and all infringements thereon, and that the proper legal means be adopted for abating any such infringements in the future.

The existing bridge would be a very serious impediment to navigation if this route were improved to an extent to justify its use by the entire commerce of Lake Superior; and the same may be said of the existing deposits from the stamp-mills. Appropriate legislation is recommended.

(4) That a navigable depth of 16 feet at the lowest known lake-level, with a minimum width of 70 feet on the bottom, be obtained by dredging throughout the entire extent of the water-way. This will involve the removal of 285,000 cubic yards of sand and hardpan in the canal, at a cost of $99,000, and 149,000 cubic yards, mostly of soft material, in Portage River, at a cost of $30,000. To this should be added about $75,000, roughly estimated, for putting the existing revetment in the canal in serviceable condition, calling for a total appropriation of, say, $225,000, including contingencies.

Should the future needs of commerce demand an increase in navigable depth to 20 feet at the lowest known lake-level, it is probable that an increase in width of at least 50 feet will also be necessary, involving new revetments, for which an estimate of $200,000 would probably not be excessive; the excavation would amount to 989,000 cubic yards of hard and soft material in the canal, at a cost of $350,000, and 782,000 cubic yards in Portage River, mostly of soft material, which will cost $180,000.

(5) That the harbor entrance on Lake Superior (Map 4) be advanced into the lake to a depth of 30 feet by two piers of crib-work loaded with stone; that the new entrance thus made be 400 feet in width and situated in front of the present entrance; that the piers diverge inwardly upon angles of 45° with the axis of the canal to afford interior space to reduce the waves, and that their inner ends be connected with the shore by low piers rising only to the ordinary lake surface, with a view, while excluding sand, to facilitate the escape of waves entering the harbor in storms. Such an entrance would involve 3,940 feet of high piers at a cost of $689,000, and 1,400 feet of low piers, at a cost of $70,000, calling, with contingencies, for an appropriation of, say, $850,000.

(6) That the pier at the Keweenaw entrance be extended to reach water 20 feet in depth by ordinary crib-work, about 2,400 feet long, which, with contingencies, will call for an appropriation of, say, $220,000.

RECAPITULATION.

For extinguishing private franchises	$350,000
For opening a through route having a minimum depth of 16 feet and a minimum bottom width of 70 feet	225,000
For providing a safe entrance from Lake Superior	850,000
For providing a safe entrance from Keweenaw Bay	220,000
	1,645,000

When the increasing needs of commerce demand a depth of 20 feet an additional expenditure of $730,000 will be required.

Respectfully submitted.

HENRY L. ABBOT,
Colonel of Engineers, Bvt. Brig. Gen., U. S. A.
O. H. ERNST,
Major of Engineers.
CHAS. J. ALLEN,
Major of Engineers.

Brig. Gen. J. C. DUANE,
Chief of Engineers, U. S. A.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars; and so much of the act of August fifth, eighteen hundred and eighty-six, for the improvement of rivers and harbors, as relates to the harbor of Ahnapee, is hereby amended by striking out the words "but no part of said sum is to be expended until the wharfage over the Government pier at that port shall be made free."

Name of harbor, Ahnapee, Wis.
Collection district, Milwaukee, Wis.
Nearest light-house, Sturgeon Bay Canal, Wisconsin.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	608	186,005
Vessels cleared	605	185,850
Total	1,213	371,855

PRINCIPAL ARTICLES OF IMPORT AND EXPORT.

Articles		Quantity.
IMPORTS.		
Hardware, iron and steel	tons	500
Lumber	feet, B. M.	1,500,000
General merchandise	pounds	9,481,350
EXPORTS.		
Grain	bushels	4,000,000
Posts	pieces	250,000
Railroad ties	do	875,000
Cord-wood	cords	4,000
General merchandise	pounds	300,000

Amount of revenue collected, none.

IMPROVEMENT OF AHNEPEE HARBOR, WISCONSIN.

Estimated cost (see Report of Chief of Engineers for 1876, Part II, pages 346–359)	$175,000
Appropriated to date	155,000

PROJECT OF IMPROVEMENT.

The formation of a small artificial harbor, connected with the lake by a channel 100 feet wide and 12 feet deep at low water, to be formed by the construction of two piers extending from the shore-line to the 18-foot curve in the lake; also blasting and dredging rock from the river-bed near its mouth for a distance of 750 feet.

In accordance with a modification of the original project, approved September 27, 1884, the cribs sunk in extension of the piers since have been placed 50 feet farther from the center line of the channel than the old piers, and will afford, when completed, a 200-foot entrance between the pier-heads.

The artificial channel should be extended a short distance above the present site of the highway bridge, which the city in that event will move to a point higher up.

It is probable that the entire completion of the work can be accomplished within the estimates previously made.

The only work done at this harbor during the past fiscal year was to remove about 20 cubic yards of loose rock from two shoal places in the channel, making 10 feet depth of water where but 3½ and 7½ feet previously existed. This was done by one

of the United States dredges stopping for this purpose while being transferred from Kewaunee to Sturgeon Bay.

With the funds asked for the fiscal year ending June 30, 1888, it is proposed to continue the work of blasting and pier construction.

Amount that can be profitably expended in fiscal year ending June 30, 1888 $35,000 00

Improving harbor at Green Bay, Wisconsin: Continuing improvement, three thousand five hundred dollars.

Name of harbor, Green Bay, Wis.; collection district, Milwaukee, Wis.; nearest light-house, Grassy Island, Wis.

Commercial statistics for the year ending December 31, 1885.

ARRIVALS AND DEPARTURES OF VESSELS.

Description.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	345	77,374	345	77,069
Sailing vessels	172	29 657	183	29,477
Total	506	107,031	528	106,546

PRINCIPAL ARTICLES OF EXPORT AND IMPORT.

Articles.	Approximate value.
IMPORTS.	
Lumber	$160,000
Coal	316,225
Iron	42,000
General merchandise	57,273
Total	575,498
EXPORTS.	
Flour	777,000
Lumber	52,000
Grain	180,000
Iron	26,000
General merchandise	48,000
Total	1,083,000

Amount of revenue collected, none.

IMPROVEMENT OF GREEN BAY HARBOR, WISCONSIN.

Estimated cost of present project (see Report of Chief of Engineers, 1881, page 2069) $135,000

Appropriated 105,000

The total appropriations for the improvement of this harbor amount to $277,550, most of which has been applied to dredging.

The maintenance of a good channel here is important to the navigation of the Fox River.

The present project consists in dredging a channel 200 feet wide and 14 feet deep at low water, extending from the mouth of Fox River to deep water in Green Bay, a distance of 2 miles, including a revetted cut through Grassy Island. At present this channel is 175 feet wide, and from 13 to 14 feet deep. During the past fiscal year, under contract dated May 23, 1885, with the Green Bay Dredge and Pile Driver Com-

pany, 11,500 cubic yards of material were removed from the channel, and the contract closed September 23.

By hired labor and purchase of materials in open market, the east revetment of the cut through Grassy Island was repaired and new superstructure built thereon for its entire length, 705 feet. These repairs consisted in cutting off the pile-heads, tearing away the old superstructure, fastening new wales below water-level on both sides of each line of piles, and building thereon a superstructure of five courses of 12-inch timber, 14½ to 17½ feet wide; the sides were connected by cross-ties of timber and iron; 113¾ cords of stone were placed in the work.

The revetment on the west side of the cut, 620 feet in length, is in very bad condition. The superstructure should be rebuilt during the working season of 1886, if an appropriation is made.

The work as designed for the improvement of this harbor is now nearly completed, and when finished will furnish the needed harbor facilities for the present requirements of commerce. The unappropriated balance of the original estimate, $37,000, is deemed sufficient for the entire completion of the work under the present plan.

With the money asked for the fiscal year ending June 30, 1888, it is contemplated to dredge the channel to the dimensions called for by the present project.

Amount (estimated) required for completion of existing project.....	$30,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	37,000 00

Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars.

The nearest collection district is Milwaukee, Wis. The nearest port of entry is Milwaukee, Wis.

The city of Kenosha, situated on this harbor, has a population of 5,039 inhabitants, according to the census of 1880.

COMMERCIAL STATISTICS.

Amount of revenue collected at the nearest port of entry during the last fiscal year, $217,110.28.

It has been impracticable to obtain any reliable statistics of the business of the port. The following is the statement, obtained from the collector of the port of Milwaukee, of the number of arrivals and departures of vessels from this port:

Arrivals and departures of vessels.

Description.	Arrivals.		Departures.	
	No.	Tonnage.	No.	Tonnage.
Steamers	84	9,504	83	9,568
Sailing vessels	168	21,344	167	21,051
Total	252	30,938	250	30,619

CONDITION OF WORK JUNE 30, 1886.

No work of improvement was done at this harbor during the fiscal year ending June 30, 1886. Inspections have been made of the harbor, and on May 8, 1886, soundings were taken by Assistant Engineer Hearding between the harbor piers, which he reports show that at ordinary low water vessels drawing 10 feet can enter the harbor during calm weather, but as the stage of water at the present time is 2 feet above that datum, vessels drawing 12 feet can effect an entrance.

Sixty feet of superstructure at the shore extremity of the north pier were carried away by heavy storms during the past winter, the removal of which has produced a marked erosive effect upon the shore-line of the basin near the pier.

This section of the pier is within the present shore-line 900 feet, or outside the limit of usual Government work.

The shoaling of the harbor is in great measure due to the great quantities of sand swept across the north pier into the channel from the accretions against the north pier.

The superstructure of the inner section of the south pier, 415 feet in length, requires renewal, and the harbor needs dredging to increase its depth to 2 feet.

PROPOSED APPLICATION OF FUNDS NOW AVAILABLE AND ASKED FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

These funds are to be used in rebuilding the superstructure over 415 feet of the inner section of the south pier, in pier extension, and in dredging the harbor entrance of 12 feet at mean low water.

The pier extension may well be delayed, but the dredging and repairs to pier should be done at the earliest practicable moment.

Total amount appropriated for this work to date	$221,953 57
Amount (estimated) required for completion of existing project	46,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, seven thousand five hundred dollars.

Name of harbor, Kewaunee, Wis.
Collection district, Milwaukee, Wis.
Nearest light-house, Twin River Point, Wisconsin.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	250	88,000
Vessels cleared	250	88,000
Total	500	176,000

PRINCIPAL ARTICLES OF IMPORT AND EXPORT.

Articles.	Approximate value.
IMPORTS.	
Coal, iron, steel, &c	$10,000
General merchandise	175,000
Total	185,000
EXPORTS.	
Lumber	$40,000
Grain	150,000
General merchandise	115,000
Total	305,000

Amount of revenue collected, none.

IMPROVEMENT OF KEWAUNEE HARBOR, WISCONSIN.

Estimated cost (see Report of Chief of Engineers, for 1881, page 2084)	$200,000 00
Appropriated by the United States	45,000 00
Appropriated by local authorities	8,042 72
	43,042 72

A survey of this harbor was ordered by act of Congress approved June 14, 1880, and the first appropriation was made March 3, 1881.

The project of improvement consists in the formation of a channel from a point about 2,000 feet south of the mouth of Kewaunee River through a spit about 300 feet

wide, affording communication between the river and Lake Michigan. From the lake end of this cut two parallel piers are to be constructed, extending to the 18-foot curve, with dredging between and through the cut to a depth of 14 feet.

At the beginning of the fiscal year, work under contract, dated September 12, 1884, with Schwarz & Berner, of Green Bay, Wis., had just begun. The contract was completed October 16, 1885, and resulted in the extension of the south pier 500 feet. By hired labor and the use of the United States dredges, dredging commenced August 22, 188', and continued until November 30, when the dredging plant was laid up for the winter. Work was resumed April 20, and continued until May 13, 1886. During this period 116,976 cubic yards of material were removed from the channel between the piers, the beach that was between the river and the lake, and the river near the shore ends of the piers, resulting in opening this harbor and giving an available channel of about 125 feet in width by 12 feet in depth. The old river-bed north of the new entrance was also dredged, forming a basin 475 feet long, 150 feet wide, and 12 feet deep.

Should an appropriation be made for the fiscal year ending June 30, 1888, it is contemplated to expend it in further pier construction, dredging, and additional filling to the present piers.

Amount (estimated) required for completion of existing project	$146,957 28
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving harbor at Manitowoc, Wisconsin: Continuing improvement, four thousand dollars.

Name of harbor, Manitowoc, Wis.; collection district, Milwaukee, Wis.; nearest light-house, Manitowoc, Wis.

The city of Manitowoc, situated on this harbor, has a population of 6,367 inhabitants, according to the census of 1880.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	685	204,069
Vessels cleared	670	202,595
Total	1,355	406,664

PRINCIPAL ARTICLES OF IMPORT AND EXPORT.

Articles.	Approximate value.
IMPORTS.	
General merchandise	$1,000,000
Coal, lumber, shingles	166,500
Salt, fruit, plaster-rock	20,000
Wood, slabs, stone	17,300
Fish, oil, machinery, &c	142,000
Total	1,345,800
EXPORTS.	
General merchandise	500,000
Grain	2,200,000
Beer, butter, brick, cheese	214,000
Flour, feed, hay, live stock	414,000
Wood, railroad ties, leather &c	58,500
Total	3,386,500

Amount of revenue collected, $216.08.

APPROVED PROJECT.

The construction of two parallel crib-piers, 250 feet apart, extending from the river mouth to the 18½-foot curve in Lake Michigan, and dredging a channel 14 feet deep between the inner ends of the piers, increasing to 18 feet depth at the outer entrance.

The first appropriation for the improvement of this harbor was made in 1852, the system of improvement adopted at that time, though modified in some respects since, being substantially the same as that now in progress.

During the past fiscal year minor repairs have been made to the plank walk of the north pier. The north pier is now completed, including the pier-head, in accordance with the existing project. Its length is 1,970 feet. The south pier is 1,650 feet long, and is to be continued 250 feet farther to reach the 18½-foot curve. When this is done the pier-heads will be opposite each other.

The channel is in good condition, having a depth of 14 feet for a width of 150 feet.

A portion of the superstructure is in bad condition, about 1,600 linear feet being from sixteen to twenty years old. All of this will soon require rebuilding, and 200 feet of the shore end of the south pier should be rebuilt as soon as funds are available. It will probably cost about $12.50 per foot, say $20,000, to rebuild the 1,600 feet. No additional estimate is deemed necessary at present.

This is one of the most important harbors on Lake Michigan north of Milwaukee. The ship-yards and machine-shops have diverted considerable trade from Chicago and Milwaukee, the owners of many vessels preferring to have them repaired at Manitowoc than at other lake ports.

The appropriation asked for the fiscal year ending June 30, 1888, should be expended in completing the project by extension of the south pier, rebuilding a part of the south-pier superstructure, and dredging if needed.

Total amount appropriated for this work to date	$291,900 50
Amount (estimated) required for completion of existing project	16,362 54
Amount that can be profitably expended in fiscal year ending June 30, 1888	31,000 00

Improving harbor at Menomonee, Wisconsin: Completing improvement, nine thousand dollars.

Name of harbor, Menomonee, Wis.; collection district, Superior, Mich.; nearest light-house, Menomonee, Wis.

Commercial statistics for the year ending December 31, 1885.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	591	183,153
Vessels cleared	598	183,362
Total	1,189	366,515

Principal articles of import—provisions and general merchandise	$55,000,000 00
Principal articles of export—lumber, lath, shingles, and cedar posts	70,000,000 00
Amount of revenue collected	278 48

IMPROVEMENT OF MENOMONEE HARBOR, MICHIGAN AND WISCONSIN.

Original estimate (see Report of Chief of Engineers, 1874, I, page 139)	$212,000 00
Appropriated	203,000 00

APPROVED PROJECT.

The construction of two parallel piers, about 400 feet apart, extending from the mouth of Menomonee River to the 16-foot curve in Green Bay, and dredging a channel between them, 14 feet deep at low water, connecting the deep water in the river with the deep water in Green Bay.

The first appropriation for the improvement of this harbor was made in 1871.

During the fiscal year no work has been done.

The north pier, including the pier-head, is now completed in accordance with the existing project, being 1,854 feet long and terminating at the 16-foot curve. The

south pier is 2,710 feet long, and will have to be extended 350 feet farther to attain the same depth of water. This will cause it to project 450 feet beyond the present terminus of the north pier. The light-house being on the north pier, the projection of the south pier so far beyond the light would be objectionable, and some modification of the project and a revised estimate may be necessary.

Amount that can be profitably expended in fiscal year ending June 30, 1888, $12,000.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement on bay and harbor, eighty thousand dollars.

The nearest collection district is Milwaukee, Wis. The nearest port of entry is Milwaukee, Wis. Amount of revenue collected at the nearest port of entry during the last fiscal year, $217,110.28.

The city of Milwaukee, situated on this harbor, has a population of 115,587 inhabitants, according to the census of 1880.

The commercial statistics for the year ending June 30, 1886, are as follows:

The arrivals and clearances of vessels at Milwaukee were as follows for the fiscal year:

Arrival and departure of vessels.

Description.	Arrivals.		Clearances.	
	No.	Tonnage.	No.	Tonnage.
Steamers	2,552	1,877,524	2,526	1,865,841
Sailing vessels	2,551	476,317	2,591	485,346
Total	5,103	2,353,841	5,117	2,351,187

Receipts at office internal revenue, $2,447,602; at post-office, $255,066; money-order business, $4,838,454; bank deposits, $559,354,893.

RECEIPTS.

Articles.	Amount.	Articles.	Amount.
Beef cattle	$119,964	Tobacco ... pounds	$10,557,607
Sheep	102,314	Wool ... do	5,607,141
Hogs	648,222	Wheat ... bushels	9,846,894
Coal	775,750	Corn ... do	789,325
Lumber ... feet, B. M.	238,257,000	Mill stuffs ... tons	60,455
Shingles ... M.	90,218,000	Flour ... barrels	2,232,540
Paper ... pounds	25,086,285	Barley ... bushels	5,392,106
Butter ... do	10,532,471	Beer, manufactured ... barrels	1,117,256
Cheese ... do	21,046,462	Cement, manufactured ... do	230,798

The nearest collection district is Milwaukee, Wis. The nearest port of entry, Milwaukee, Wis. The amount of revenue collected at this port during the fiscal year, $217,110.28.

This harbor is of use to the general commerce of the lakes, including that between Lake Michigan ports and the other great lakes.

Harbor of Refuge.

CONDITION OF WORK JUNE 30, 1886.

At the close of the fiscal year ending June 30, 1885, the breakwater had been extended 3,050 feet, over 850 feet of which the superstructure had been completed, and 550 linear feet partly built.

Under the contract with Christopher H. Starke, dated September 12, 1884, during the fiscal year ending June 30, 1886, there has been placed one crib on a stone foundation, extending the breakwater 50 feet to the southward, and superstructure has been *completed over 1,600* linear feet of breakwater.

The length of the breakwater at the close of the fiscal year ending June 30, 1886, is 3,100 feet, over 650 feet of which superstructure is still to be built. There remains to be constructed of the breakwater, 4,150 linear feet, including superstructure, and superstructure over 650 feet of sub-structure already completed.

The harbor has been used to some extent as a harbor of refuge during the past year, and its value will now rapidly increase as additional cribs are placed.

PROPOSED APPLICATION OF FUNDS AVAILABLE FOR EXPENDITURES DURING THE FISCAL YEAR ENDING JUNE 30, 1887.

All funds now available will be required for lighting the breakwater during the present season of navigation. Any further appropriations made, that may be applicable to the work during the fiscal year, will be expended in extending the east arm of the breakwater southward.

PROPOSED APPLICATION OF FUNDS ASKED FOR FISCAL YEAR ENDING JUNE 30, 1888.

The funds asked for are to be used to extend the main arm of the breakwater southward, and to complete the superstructure over the work as far as it will then have been built.

It is hoped that the next appropriation may be of sufficient magnitude to allow the work to be advanced far enough to meet to an appreciable extent the needs of navigation for a harbor of refuge.

Total amount appropriated for this work to date	$338,938 48
Amount (estimated) required for completion of existing project	515,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	300,000 00

IMPROVEMENT OF MILWAUKEE HARBOR, WISCONSIN.

CONDITION OF THE WORK JUNE 30, 1886.

No work has been done during the year ending June 30, 1886, upon this harbor, the funds on hand being insufficient to justify beginning the replacement of the rotten superstructure of the north and south piers, which are now in a very insecure state.

The depth of water through the entrance between the piers has deteriorated to 17 feet, and dredging will be necessary the next season to restore it to its proposed depth of 18 feet at mean low water in Lake Michigan.

PROPOSED APPLICATION OF FUNDS NOW AVAILABLE, AND THOSE ASKED FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

It is proposed to apply these funds to the rebuilding of superstructure over the north and south piers, outer sections, and to protect this work by guard-piles and bulkhead timbers at the end of the piers, the estimate of which is $27,532.72.

This harbor is the second in importance on Lake Michigan. The original project is completed, and it is probable that for many years no work beyond maintenance will be required. The superstructure of the piers when repaired should then, to lessen the cost of maintenance, be made permanent by building it of stone or concrete. The superstructure of the inner section of the north pier of this harbor is now of stone and concrete, and is satisfactory. The cost of stone superstructure is nearly three times that of wood, but it is permanent.

Total amount appropriated for this work to date	$284,848 17
Amount (estimated) required for completion of existing project	22,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	22,000 00

Improving harbor at Oconto, Wisconsin: Continuing improvement, five thousand dollars.

Name of harbor, Oconto, Wisconsin.

Collection district, third.

Nearest light-house, Sturgeon Bay, Wisconsin.

The city of Oconto, situated on this harbor, has a population of 4,171 inhabitants, according to the census of 1880.

The commercial statistics for this harbor for the year ending December 31, 1885 are as follows:

Arrival and departure of vessels.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	254	172,46
Vessels cleared	261	173,84
Total	515	346,300

Principal articles of import and export.

Articles.	Approximate value.
IMPORTS.	
Lumber, lath, and pickets	$490,000
Saw-logs, cedar posts, and ties	672,000
Stone, lime, and brick	14,300
Coal and wood	8,300
Merchandise	147,000
Fish, beef, and flour	38,000
Total	1,389,600
EXPORTS.	
Lumber, lath, and pickets	871,000
Cedar posts and ties	320,000
Shingles, telegraph poles, &c	168,000
Hogs, potatoes, and flour	13,800
Machinery, castings, &c	39,000
Fish and live stock	23,600
Hardware	74,000
Total	1,510,200

Amount of revenue collected, none.

APPROVED PROJECT.

The extension to the 10-foot curve in Green Bay of two slab-piers built by the city of Oconto, the piers to be parallel and 150 feet apart, with a dredged channel between them 100 feet wide and 8 feet deep at the shore-line, increasing to a depth of 10 feet at the outer end of the piers; also dredging a channel about 2 miles long, 100 feet wide, and 8 feet deep at low water, from Section Street Bridge, in the city of Oconto, connecting the river at that point with the channel between the piers.

The first appropriation for this harbor was made in 1881, and work was begun in the ensuing year.

Under the appropriation of July 5, 1884, a contract was entered into with Schwarz & Berner, of Green Bay, Wis., for extending the piers 800 linear feet and building a pile protection for the south pier, parallel to and covering the outer 1,000 linear feet of same on the south side.

During the past fiscal year, under this contract, the line of protection piling was completed by the placing of 120 linear feet of wales, and the south pier completed by the construction of 301 linear feet of close-pile pier 20 feet wide, strengthened with wales, cross-ties, and tie-rods, and filled with slabs, covered with 2 feet of stone, instead of 50 feet of slab-pier and 250 feet of crib-pier provided for in the original project of improvement. The north pier was also extended 503 linear feet by work of similar construction, except the piles were 4 feet apart from center to center on the channel side, and 2 feet apart on the outside, and the entire filling, slabs and edgings. Work under this contract commenced March 9 and closed November 19, 1885.

The channel is often used for booming and mooring logs and lumber scows, and the piers, built in the cheapest practicable manner, are constantly receiving injuries from such use, the piles being frequently broken, and when not promptly replaced the slab filling washes out, endangering serious breaches in the piers.

That part of the piers built by the citizens was so poorly constructed that unless rebuilt or extensively repaired it will soon afford no protection and render the outside work unavailable.

Should Congress continue to make appropriations for this improvement, it would seem advisable that the funds be devoted to the completion of the work outside the shore-line, and that the expenditures be made contingent on the work inside being carried forward by local interests in a satisfactory manner, in regard both to the amount of work and the rate of progress.

Total amount appropriated for this work to date	$48,000 00
Amount (estimated) required for completion of existing project	102,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	20,000 00

Improving harbor at Port Washington, Wisconsin: Continuing improvement, two thousand dollars.

Name of harbor, Port Washington, Wis.; collection district, Milwaukee, Wis.; nearest light-house, Port Washington, Wis.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	260	Not known.
Vessels cleared	260	Not known.
Total	520	

IMPROVEMENT OF PORT WASHINGTON HARBOR, WISCONSIN.

Estimated cost (see Report of Chief of Engineers, 1877, page 866)	$154,527 17
Additional estimate (Report of Chief of Engineers, 1880, page 1922)	27,000 00
	181,527 17
Appropriated to date	169,500 00

The project for the improvement of this harbor consists in the construction of two parallel piers, about 150 feet apart, extending from the shore-line to the 14-foot curve in Lake Michigan; and in the formation of two interior basins, having an aggregate area of 5¾ acres, and a depth of 12 feet of water, connected with deep water of Lake Michigan by a 12-foot channel.

At the beginning of the fiscal year the two United States dredges were working at this harbor, where they continued working until the latter part of July. During that month they removed from the channel 10,681 cubic yards of material, or a total of 27,194 cubic yards during the season.

By hired labor and purchase of material in open market the three outer cribs of the north and south piers were protected with 74 cords of riprap; this was done in May, 1886.

With the money asked for the fiscal year ending June 30, 1888, it is proposed to complete the project by pier construction and dredging.

Amount that can be profitably expended in fiscal year ending June 30, 1888, $17,000.

Improving harbor at Racine, Wisconsin: Continuing improvement, three thousand dollars.

The nearest collection district is Milwaukee, Wis. The nearest port of entry is Milwaukee, Wis.

The city of Racine, situated on this harbor, has a population of 16,031 inhabitants, according to the census of 1880.

The commercial statistics for this harbor for the fiscal year ending June 30, 1886, are as follows:

Amount of revenue collected at the nearest port of entry, $217,110.28.

The trade of the city (money value) amounted during the past year to—

Receipts	$2,173,547 30
ufactured and *shipped*	6,340,398 00

The arrivals and departures of vessels at this harbor during the past fiscal year, as given by the collector of the port of Milwaukee, were as follows:

Arrival and departure of vessels.

Description.	Arrivals.		Departures.	
	No.	Tonnage.	No.	Tonnage.
Steamers	543	308,396	544	308,436
Sail vessels	368	56,083	371	57,700
Total	911	364,479	915	366,136

IMPROVEMENT OF RACINE HARBOR, WISCONSIN.

CONDITION OF THE WORK JUNE 30, 1886.

During the working season 1885, subsequent to the last report, no work was done on this harbor. In the spring of 1886 it appeared necessary to dredge the harbor-entrance to restore its depth of 16 feet, the channel having deteriorated by ingress of sand to 13 feet.

PROPOSED APPLICATION OF FUNDS ASKED FOR FISCAL YEAR ENDING JUNE 30, 1888.

It is proposed to expend these funds in repairing the superstructure of the south pier, in pier extension, and maintenance of channel. The project for extending the south pier is contained in the Annual Report of the Chief of Engineers for 1883.

The work is necessary for arresting the drift of sand into the harbor and to reduce the funnel-shaped entrance, to prevent disturbance within the harbor by waves entering the present wide mouth. This work is not urgent, and may be delayed. The work of repair and maintenance, however, is now necessary, and should be done at the earliest practicable moment.

The work upon this harbor, and upon all other harbors in the district, during the past year have been under the superintendence of Mr. W. H. Hearding, assistant engineer.

Total amount appropriated for this work to date	$232,306 50
Amount (estimated) required for completion of existing project	35,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	28,000 00

Improving harbor at Sturgeon Bay, Wisconsin: Continuing improvement, three thousand five hundred dollars.

Name of harbor, harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin.
Collection district, Milwaukee, Wisconsin.
Nearest light-house, entrance to harbor.

Commercial statistics for the year ending December 31, 1885.

Arrivals and departures.	Number.	Tonnage.
From Lake Michigan to Green Bay	2,515	442,701
From Green Bay to Lake Michigan	1,006	225,810
In canal for refuge	189	25,637
Total	3,710	694,148

The project of constructing a harbor of refuge inclosing the Lake Michigan entrance to the Sturgeon Bay Canal was adopted in 1871, and the pier work was completed in the fall of 1884.

The harbor is inclosed between two piers, each 1,200 feet long, beginning at equal distances, respectively, north and south from the lake entrance to the Sturgeon Bay

and Lake Michigan Ship Canal, 850 feet apart at the shore line, converging to a distance of 235 feet from each other, with detached piers extending 150 feet farther, the latter being so placed that the entrance is widened to 335 feet. The outer end of each detached pier is connected with the outer end of the adjacent main structure by 165 feet of fender piling.

The project embraces the formation of a dredged channel of indefinite width, 16 feet deep, extending from the harbor entrance to the canal entrance.

It is contemplated to apply the money asked for the fiscal year ending June 30, 1888, to dredging, and repairs, if needed.

Total amount appropriated for this work to date	$165,000 00
Amount (estimated) required for completion of existing project	15,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, twelve thousand five hundred dollars.

The ports of Superior, West Superior, and Connor's Point are all in the collection district of Superior, Marquette, Mich., being the port of entry. A deputy collector is stationed at West Superior. The revenues collected at the port of Superior during the year ending December 31, 1885, were $30.45. Total revenues collected at Marquette for the same period amounted to $5,726.52.

Arrivals and clearances of vessels at port of Superior during the year 1885, *and comparative statement of same for three years.*

Description.	Arrivals, 1885.		Clearances, 1885.	
	No.	Tons.	No.	Tons.
Screw steamers	61	66,769	61	66,769
Sailing vessels	39	28,115	39	28,115
Total, 1885	100	94,884	100	94,884
Total, 1884	97	57,936	97	57,936
Total, 1883	10	7,734	10	7,734

Receipts and shipments by lake at the port of Superior, 1884 *and* 1885.

Articles.	Quantity.	Value.
Receipts, 1884:		
Coal ... tons	83,840	$462,271
Iron ... do	490	13,230
Shingle-bolts ... cords	80	400
Total		475,901
Receipts, 1885:		
Coal ... tons	121,610	425,635
Iron ... do	5,889	176,670
Oil ... barrels	100	500
Logs ... feet, B. M.	40,000,000	240,000
Total		842,805
Shipments, 1884:		
Shingles and brick ... number	230,000	950
Lumber ... feet, B. M.	763,000	7,544
Total		8,494
Shipments, 1885:		
Lumber ... feet, B. M.	7,000,000	56,000
Brick ... number	6,000,000	36,000
Total		92,000

Mr. James Bardon, of Superior, Wis., gives the total trade of Superior for several years past as follows:

Total value, 1884	$4,815,000
Total value, 1883	3,865,000
Total value, 1882	1,600,000
Total value, 1881	1,590,000

The present project for improvement, adopted in 1881, and which, with the additions to be noted farther on, has been followed to date, is based upon the report of a Board of Engineers, convened in January, 1881, and consists in:

(1) Deepening and enlarging the channel between the piers at the entry.

(2) Dredging a channel from the entry past the mouth of the Nemadji River around and parallel to the shore of Superior Bay to Quebec Wharf.

(3) Thence from Quebec Wharf along the west side of the bay to an intersection with the channel of the Saint Louis River opposite Connor's Point.

(4) Up the Nemadji River for about half a mile.

The preservation, by deepening and enlarging, of the Old Quebec Wharf Channel was afterwards added. The dredging to provide for vessels drawing 16 feet of water.

The total estimate, then, of dredging and maintenance of piers was placed at $312,080.

This was the estimate when the last appropriation, viz, that by act approved July 5, 1884, was considered. This act, however, added to the channels to be improved that of the Saint Louis River within the bay of Superior, the cost of improving which was estimated, in the last annual report, at $33,000. Adding this to the foregoing estimate ($312,080), and considering the improvement of the channel of the Saint Louis River as part of the present project, the cost of this project, counting from its commencement, rises to $345,080.

CONDITION OF THE IMPROVEMENT.

The piers and beach protection are generally in good condition, though repairs to both are required. The beach protection should be extended.

The ruling depths of channels dredged by the United States are—

	Feet.
From Connor's Point to the entry	15
From the Northern Pacific Railroad Dock to the entry	15
In front of Quebec Wharf	12
In the entry, between lake ends of piers, the storm of November 6, 1885, having caused some shoaling	16
In remainder of entry	16

Channel at mouth of Nemadji River, narrow with 8 feet of depth.

All of these channels require to be widened, and such of them as do not admit of the passage of vessels drawing 16 feet should be deepened accordingly. The channels are long, and on account of the movable material forming their beds need redredging from time to time.

If the recommendation of the officer in charge of the Saint Mary's Falls Canal be carried out, viz, the construction of a new lock at that point to afford a depth of 21 feet on the miter-sill, the channels in Superior Bay must be deepened accordingly.

The necessity for complete protection of Minnesota Point against erosion has been noted in preceding reports.

In pursuance of the present project the sum of $40,000 can be profitably expended during the fiscal year ending June 30, 1888, in dredging, and in maintaining the piers and beach protection, and in extending the latter.

The dredging to be done in widening and deepening the channels is as follows:

Between the piers, from the entry to Connor's Point, through the channel of the Saint Louis River.

From the channel of the Saint Louis River to the Northern Pacific Railroad and Quebec docks.

The balance from appropriations available at the close of the fiscal year 1886 will be held for maintenance of piers and beach protection and for contingencies.

Appropriated under present project to include appropriation by act August 5, 1886	$117,500 00
Total amount appropriated for entire work to date	460,883 80
Remaining to be appropriated	227,580 00
Amount (estimated) required for completion of existing project	227,580 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, seven thousand five hundred dollars.

Name of harbor, Sheboygan, Wisconsin.
Collection district, Milwaukee, Wisconsin.
Nearest light-house, Sheboygan, Wisconsin.
The city of Sheboygan, situated on this harbor, has a population of 7,314 inhabitants according to the census of 1880.

Commercial statistics for the year ending December 31, 1885.

ARRIVAL AND DEPARTURE OF VESSELS.

Arrivals and clearances.	Number.	Tonnage.
Vessels arrived	1,075	359,525
Vessels cleared	1,129	361,024
Total	2,204	720,549

PRINCIPAL ARTICLES OF IMPORT AND EXPORT.

Articles.	Approximate value.
IMPORTS.	
Lumber	$2,400,000
Coal	85,000
Salt	13,000
Wood	25,000
Bark	75,000
Pig iron	48,000
General merchandise	1,200,000
Total	3,846,000
EXPORTS.	
Chairs and chair stock	1,050,000
Furniture	400,000
Cheese	1,500,000
Leather	1,250,000
General merchandise	625,000
Total	4,825,000

Amount of revenue collected, $400.

IMPROVEMENT OF SHEBOYGAN HARBOR, WISCONSIN.

Estimated cost (see Report of Chief of Engineers, 1884, page 2104)	$150,000
Additional estimate (Annual Report of Chief of Engineers, 1884, page 1856)	45,000
	195,000
Appropriated	83,000

The existing project of improvement at this harbor consists in the extension to the 20-foot curve in Lake Michigan of two piers built under the projects of 1852 and 1873 and in dredging so as to afford a channel of 18 feet depth.

During the last fiscal year, under contract dated March 20, 1885, with Truman & Cooper, of Manitowoc, Wis., for building and sinking on a pile foundation 7 cribs, each 50 feet long by 20 feet wide, and covering them with superstructure, the south pier has been extended 350 feet. The contract was completed October 31, 1885. The superstructure upon 95 feet of the pier adjoining the new work, which had settled, was also built up to the proper height.

An examination of the harbor, made in June, 1885, shows a narrow but available channel 13½ feet in depth to the inner harbor.

The condition of the shore-end of the south pier is such as to require repairs or entire rebuilding very soon. For 150 feet outside the present shore-line and for about the same distance inside it the superstructure is badly rotted and burned away, and sand is driven through into the channel to such an extent that the shore-line is just south of the south pier, which in the forty years preceding 1879 had advanced over 300 feet; since that time has slightly receded. There is some doubt as to the responsibility for the care of this part of the work. It was occupied for several years by the Sheboygan and Fond du Lac Railroad Company as a wharf front; their warehouse and dock burned down a few years ago, and has not been rebuilt. It is probable that the needed repairs must be made by the United States, if they are made at all.

With the appropriation asked for the fiscal year ending June 30, 1888, it is proposed to continue the pier extension and dredging, also to make some repairs to the piers.

Total amount appropriated for entire work to date	$288,448 91
Amount (estimated) required for completion of existing project	97,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	60,000 00

Improving the harbor at Ashland, Wisconsin: Continuing improvement, ten thousand dollars.

Ashland is located on the south side of Chequamegon Bay, Lake Superior, about 60 miles east of Duluth, Minn., and has a population of about 4,000 inhabitants.

It is in the collection district of Superior, Marquette, Mich., being the port of entry.

The nearest light-house is La Pointe, on Chequamegon Point, at the entrance to Chequamegon Bay.

Following is a brief statement of the several industries now carried on at this place:

Five saw-mills, cutting annually 55,000,000 feet of lumber, the product valued at	$550,000
One sash, door, and blind factory, doing an annual business of	35,000
One planing mill, with capacity per day of 100,000 feet.	
Four hardware stores doing an annual business of	170,000
Seven dry goods and general-merchandise stores, annual business	280,000
Five clothing stores, annual business	125,000
Thirteen grocery and supply stores, annual business	130,000
Four drug stores, annual business	45,000
Two flour and feed stores, annual business	100,000

Among the exports are reported from 25,000,000 to 30,000,000 feet of lumber, and 4,200 tons of general merchandise, in transit to Lake Superior ports.

There are imported annually 4,500 tons of coal, besides salt, cement, hardware, and general merchandise.

STATISTICS RELATIVE TO THE PRESENT AND PROSPECTIVE COMMERCE OF ASHLAND

At the ore docks of the Milwaukee, Lake Shore and Western Railroad Company recently completed, the first boat was loaded July 29, 1885, and the last boat for the season on November 20, 1885; during that period 94 boats were loaded, carrying 119,501 tons.

It is estimated that shipments of ore next year will reach 500,000 to 800,000 tons. This railroad company will build a large commercial dock during the winter.

A new saw-mill is to be built and put in running order within 18 months, by parties having 1,000,000,000 feet of timber to be brought to Ashland for shipment; it is said that it will be the largest on Lake Superior.

A large dock will be built in connection with this mill.

Ashland has four different lines of railroad, viz:

(1) The Northern Pacific; this point being its probable eastern terminus.

(2) The Wisconsin Central; two lines.

(3) The Chicago, Saint Paul, Minneapolis and Omaha.

(4) The Milwaukee, Lake Shore and Western.

The latter is not yet completed, but soon will be, and has contracted for the construction of extensive ore docks at this place.

These facts would seem sufficient, from a business and commercial point of view, to justify the Government in providing a reasonable and necessary protection for the commerce of the harbor.

Chequamegon Bay would seem to require but little artificial aid to render it, under *all conditions* of weather, a thoroughly protected harbor. The length of the bay northeast and southwest is 12 miles, and its average width is 5 miles.

It is stated by the residents of the place that a troublesome sea in northeast storms seriously interferes with the security of vessels while lying at the wharves. This sea probably originates within the bay, but may be somewhat augmented by the swell which passes around the point from Lake Superior. The construction of a jetty northeast of the town, extending from the shore 4,000 feet or more into the bay, is desired by those interested as a means of preventing this disturbance.

Such a jetty, it is thought, would have a beneficial effect; and as it would never be subject to very severe wave action, the cheap method of construction suggested by the citizens should answer the purpose.

The opening through Chequamegon Point has at present but little effect upon the wave disturbance in the bay; but a considerable enlargement, however, might result in a current which would carry material in the direction of Ashland, and possibly reduce the depth of water in the vicinity of the wharves. When this contingency becomes imminent, means of protection should be adopted.

It is stated that a break through this point has occurred and refilled by natural causes, on several different occasions, within the remembrance of persons living in the neighborhood, and that at no time has the opening reached serious proportions. Another source of annoyance to the shipping interests is a long, narrow shoal, having over it about 11 feet depth of water, and extending in a direction paralled to the shore. It lies about opposite the middle of the town, and is in the track of vessels approaching the principal wharves. Whether this shoal was there originally or has formed within a recent period is uncertain, as statements on this point are conflicting.

The improvements are (1) a breakwater to be located northeast of the wharfage, extending at right angles to the shore, and designed to protect the wharves of the city from the action of north and northeast storms; (2) the removal of a shoal lying in front of the principal wharves, and which now obstructs free access to them.

The proposed breakwater can never be subjected to very severe wave action, as the heavy seas from Lake Superior are arrested by Chequamegon Point, only about 8 miles distant. The disturbance against which protection is desired is caused by north to northeast winds, which create inside the bay a short, chopping sea, at times seriously interfering with the use of the wharves by vessels.

A structure, therefore, of moderate width and cheap construction will have sufficient stability and durability; and if extended out about 8,000 feet will serve the purposes for which it is desired.

The exact location of the breakwater should be determined after a further examination of the bottom has been made, for the purpose of ascertaining the nature of the material to be penetrated by the piles, and also the most desirable line for protecting the present and prospective wharfage.

The design of the proposed breakwater, which is believed to be amply strong, consists of two parallel rows of piles, driven 3 feet from center to center, strengthened by wales and cross-ties at the water surface, and finished at the top with two courses of 12 by 12 feet timber on each row, also connected by timber cross-ties.

The width of the breakwater will be at first 12 feet, increasing as more depth is attained to 14 feet 16 feet, 18 feet, and 20 feet, and its total length will be 7,900 feet.

The filling will be of the cheapest material attainable, brush and logs, or slabs and edgings from the saw-mills, except a top covering about 2 feet in thickness, which will be of stone.

The quantity of material necessary to be removed from the 11-foot shoal in front of the city wharves, or to make a channel through it of sufficient depth and width to meet the present demands of commerce, would not probably exceed 40,000 cubic yards.

SUMMARY.

Cost of breakwater, 7,900 feet in length	$113,962 00
Cost of removing 40,000 cubic yards of sand	10,000 00
Superintendence and contingencies	12,038 00
Total	136,000 00

It would be desirable to build at least two sections of the breakwater during the next fiscal year, and an appropriation for that purpose of $40,000 could be properly expended.

Appropriated by act of August 5, 1886, $22,500.

Improving harbor at Duluth, Minnesota: Continuing improvements, fifty thousand dollars.

This work is in the collection district of Duluth. Duluth, Minn., is the nearest port of entry. The collections at this port for the year ending December 31, 1885, were $4,856.37.

The population of Duluth is about 25,000 inhabitants.

Arrivals and clearances of vessels, &c., 1885.

Description.	Arrivals, 1885.		Description.	Clearances, 1885.	
	No.	Tons.		No.	Tons.
American vessels from American ports	729	610,532	American vessels for American ports	727	609,505
American vessels from foreign ports	72	10,777	American vessels for foreign ports	78	11,809
Foreign vessels from foreign ports	97	64,777	Foreign vessels for foreign ports	94	64,469
Total	898	686,086	Total	899	685,783

Comparative statement of arrivals and clearances of vessels for nine years.

Year.	Arrivals.	Clearances.	Year.	Arrivals.	Clearances.
1885	898	899	1880	524	524
1884	888	903	1879	502	497
1883	796	779	1878	406	343
1882	833	832	1877	329	328
1881	666	660			

The in-transit trade of the port of Duluth for the year ending December 31, 1885 was as follows:

Value of merchandise	$96,385 00
Estimated duties thereon	46,971 11

Receipts and shipments by lake during the year 1885, *also comparative statement of the same for ten years, at the port of Duluth, Minn.*

	Pounds.
Freight received, 1885:	
Coal, salt, iron, lime, cement, merchandise, &c	1,294,179,500
Freight shipped, 1885:	
Wheat, flour, corn, oats, barley, bullion, lumber, &c	1,125,541,200
Total received and shipped in—	
1885	2,419,720,700
1884	1,737,378,000
1883	1,852,570,000
1882	1,150,218,962
1881	938,866,195
1880	634,633,359
1879	589,863,720
1878	353,756,782
1877	297,150,379
1876	270,186,486

Navigation opened April 27, 1885; navigation closed November 29, 1885.

Shipments and receipts by railroads at Duluth for the year 1885, *and comparative statement for ten years.*

	Pounds.
Total shipped and received in—	
1885	2,189,470,500
1884	1,916,262,022
1883	1,716,854,956
1882	1,188,413,495
1881	859,660,838
1880	769,680,497
1879	602,538,667
1878	354,974,561
1877	311,208,341
1876	[illegible]

Since the above commercial statistics for the year 1885 were inserted in the report, the following communication, containing a statement of the commercial statistics for this harbor for the year 1886, has been received:

CHAMBER OF COMMERCE,
Duluth, Minn., January 8, 1887.

SIR: I would most respectfully submit the following statistics showing the business of Duluth during 1886 as a basis for our claim for a large appropriation for the improvement of our harbor:

Receipts and shipments of wheat.

Receipts.	Bushels.	Shipments.	Bushels.
1885	14,687,307	1885	14,048,897
1886	21,236,572	1886	17,983,192
Increase in 1886	6,550,265	Increase in 1886	3,934,295

Receipts of coal.

	Tons.
1885	595,000
1886	732,000
Increase in 1886	137,000

Arrival and clearances of vessels at Duluth.

Season of—	Vessels.	Tonnage.
1885	1,063	1,372,238
1886	2,179	1,694,783

Elevator capacity:	Bushels.
1885	6,000,000
1886	10,750,000
In sight, 1887	20,000,000

Flour shipments:	Barrels.
1885	1,076,044
1886	1,500,000

There were 120,000 tons steel rails received here by lake during the season of 1886. The increased tonnage of vessels now building, amounting to 55,000 tons, is almost entirely for the Lake Superior trade, and are of the largest class, averaging over 2,000 tons each, which will very largely increase our coal and heavy freight receipts for 1887.

Hoping these figures will help you in procuring a large appropriation for us, I am your obedient servant.

EDGAR R. MILLS,
Secretary.

Hon. S. J. R. MCMILLAN,
United States Senate.

IMPROVEMENT OF HARBOR AT DULUTH, MINNESOTA.

The present project as to dredging is based upon the report and estimates of a Board of Engineer Officers convened in January, 1881.

The project provided for maintenance of existing dredged areas and enlargement of the harbor by dredging, as follows:

(1) On a line from Rice's to Minnesota Point.

(2) On a line past the Blast Furnace docks on Rice's Point to intersect with the channel of the Saint Louis River.

(3) On a line parallel to Minnesota Point; and,

(4) Along the west side of Rice's Point in Saint Louis Bay.

The dredging to provide for vessels drawing 16 feet of water.

The cost of the project, adding to it the sum of $25,000 for preservation of existing work, was placed at *$212,988.36.* This was the estimate when the last appropriation was made,

viz, that by act approved July 5, 1884, was considered. In revising the estimate for the Annual Report of 1884, however, it was found that the estimate for completion of the project had to be increased by $92,435.64, in accordance with the following statement:

As already stated, the total estimated cost of the present plan of improvement was placed in 1881 at $212,988.36, and the sum of appropriations for this plan to and including that of July 5, 1884, amounts to $130.000, according to which $82,988.36 would remain as the cost of completing the same. But on account of the shifting nature of the bottom and the consequent necessity of redredging portions of the harbor and channels, this estimate has been found inadequate for the completion of the project. The cost of completion is placed at $175,424 (instead of $82,988.36), and distributed as follows, viz:

Completing channel on east side of Rice's Point	$36,688
Dredging channel on west side of Rice's Point	38,556
Completing the enlargement of the harbor area	60,000
Dredging channel on a line parallel to Minnesota Point	15,180
Add for contingencies, repairs to piers, &c	25,000
	175,424

Or, an increase of $92,435.64 over the first estimated cost of the work, thus bringing the total estimate of cost of project from $212,988.36 up to $305,424. This, in case the necessity for redredging areas as heretofore, reduces.

CONDITION OF THE IMPROVEMENT.

The piers are in good condition, a slight settling of the portion of the south pier of the canal excepted. This settling has existed for several years past and does not appear to be increasing. Portions of the bay ends of the canal piers require some rock filling.

The ruling depths in the portions of the harbor dredged by the United States are—

	Feet.
In canal	17
In the main harbor or basin	16
In the Rice's Point Channel to a point opposite Elevator E	16
From point opposite Elevator E, through dredged channel along Rice's Point to the Saint Louis River	12

The portion of the main harbor dredged by the United States has an area of 74¼ acres.

All the areas and channels above mentioned, the canal excepted, require widening. Before the work of dredging commenced in 1873 the depth in front of the docks in what is now the main basin averaged 9 feet, and before the adoption of the present project the harbor area was restricted, and there was no channel of consequence along the east side of Rice's Point.

If the recommendation of the officer in charge of the Saint Mary's Falls Canal be adopted, viz, construction of a new lock to afford depth of 21 feet of water on the miter-sill, the anchorage grounds and channels of Duluth Harbor must be deepened accordingly.

In pursuance of the present project the sum of $100,000 can be profitably expended during the fiscal year ending June 30, 1888, in dredging, especially in enlarging the harbor, and in maintenance of the piers. A reserve of $8,000 to $10,000, with which to make repairs to the piers when necessary, should always be available.

The balance from appropriations available at the close of the fiscal year 1836 will be held for repairs to piers and for contingencies.

Total expended during the fiscal year, including outstanding liabilities	$11,088 08
Total expended upon present project to June 30, 1886, including outstanding liabilities	143,648 67
Total expended under all the projects to June 30, 1886, including outstanding liabilities	414,300 48
Amount (estimated) required for completion of existing project	119,174 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars.

This work is in the collection district of Duluth, Minn. Duluth is the nearest port of entry, at which place the revenue collected during the year ending December 13, 1885, amounted to $4,586.37.

Arrivals and clearances of vessels, 1885.

Description.	Arrivals.		Description.	Clearances.	
	Vessels.	Screw steamers.		Vessels.	Screw steamers.
American vessels from American ports	2	129	American vessels for American ports	2	129
American vessels from foreign ports	2	38	American vessels for foreign ports	2	50
Foreign vessels from foreign ports	.....	5	Foreign vessels for foreign ports	.....	4
Foreign vessels from American ports	.....	2	Foreign vessels for American ports	.....	3

Comparative statement of arrivals and clearances of vessels for five years.

Year.	Arrivals.	Clearances.
1885	188	190
1884	152	158
1883	131	131
1882	134	134
1881	108	108

Freight received and shipped.

Freight received:	
202,329 pounds of general merchandise	$13,106 90
Freight shipped:	
Fur	1,850 00
314,620 pounds of fish	9,438 00
166,417 pounds of sundries	17,089 96
Total	41,484 86

Comparative statement of freight received and shipped for five years.

Year.	Pounds.	Value.
1885	584,366	$41,484 86
1884	265,259	30,198 76
1883	398,513	27,575 04
1882	500,000	25,691 70
1881	*362,000	30,293 00

* And 340,100 feet, B. M., lumber.

Grand Marais, Minn., is on the north shore of Lake Superior, and is distant about 110 miles from Duluth. It is the only harbor of refuge for vessels on that rocky coast, and it lies within a few miles of the course of American steamers from Duluth to Port Arthur, Ontario, and of the Canadian steamers from Duluth to points beyond Saint Mary's Falls; American tugs are also engaged in the fishing business along the north shore.

The project for improvement of this harbor, adopted in 1879, and continued since that time, was based upon the results of a survey made in 1874, and the cost placed at $139,669.40. The project provided for a breakwater at Mayhew's Point to narrow the entrance and thus to increase the area of shelter for vessels occupying the harbor, and for dredging to enlarge the anchorage area and to afford depth of 16 feet of water. The breakwater, 350 feet in length, jutting out from the westerly end of Mayhew's Point, was completed in 1883, and dredging was done as Congress made appropriations,

Should it become necessary to enlarge the area of shelter, such enlargement can be effected by extending the breakwater westerly, or by constructing a branch from its westerly end to extend into the bay a little to the west of north, as circumstances may demand.

Before the work of improvement commenced in 1879 there was but a narrow space under the lee of Mayhew's Point accessible to vessels of 10-foot draught and the approach to this sheltered space was narrow; consequently, navigators of small vessels had not always confidence in their ability to make the harbor during storms. There is now a sheltered area behind the point, due to dredging operations and to the breakwater, of 8 acres, with least depth of 16 feet.

During the past two seasons many large vessels have sought shelter in the improved harbor. But in order to bring this harbor up to its maximum usefulness its anchorage area should be enlarged and deepened, and the sum of $40,000 can be most profitably expended during the fiscal year ending June 30, 1888, in dredging and maintenance of the breakwater. The breakwater will probably only require slight repairs.

No work of importance was performed during the past fiscal year, the small balance of funds from former appropriations being held for purposes of repairs and for contingencies.

The total of expenditures under the project chargeable to this improvement to June 30, 1886, is $68,045.42.

Total amount appropriated for this work to date	$80,000 00
Amount (estimated) required for completion of existing project	59,669 40
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving harbor and bay at Humboldt, California: Continuing improvement, one hundred thousand dollars.

This harbor is situated on the northwestern coast of the State, and in the collection district of Eureka.

The commercial statistics for the year ending June 30, 1885, are as follows:

There are two lines of steamers alternating in trips at intervals of about three days. During the year ending June 30, 1886, these steamers have made one hundred and fifteen entries and departures. The total number of steam and sailing vessels entering and leaving the port was three hundred and sixty-three.

Approximate amount of lumber shipped.

Dressed lumber	feet	70,000,000
Shingles		42,000,900
Shakes		1,670,500
Posts		6,850
Tan bark	cords	270
Number of vessels clearing, foreign		25
Number of vessels entering from foreign		19
Value of foreign exports		$163,595

The steamers of the Pacific Coast Company have carried on the route between San Francisco and Humbolt Bay:

Freight	tons	14,856.2
Passengers		4,207
Passengers, half		127

The project for this improvement was adopted in 1881, and had for its object to secure a channel 13 feet deep at low water and 200 feet wide to head of Eureka Wharves with channels 10 feet deep at low water, and 100 feet wide to Hookton and Arcata. The project in 1882, after study by a Board of Engineers, was supplemented to seek the fixing in position and increase in depth of the channel over the bar by a training-wall carried to low water, and extending from the south spit in a northwesterly direction. No work has been done during the past year, the sum available not warranting a commencement upon the bar improvement.

The initial point and actual direction of this training-wall was never officially fixed more definitely than by the above description, and the estimated cost was based on an assumed length of 6,000 feet in water 6 feet in depth.

The sands change rapidly through wide limits of space under ordinary conditions, and these movements are liable to further acceleration from any attempted construction.

Total amount appropriated for this work to date	$217,500 00
Amount (estimated) required for completion of existing project	[illegible] 00
Amount that can be profitably expended in fiscal year ending June 30, 18[illegible]	[illegible] 00

Improving harbor at Oakland, California: Continuing improvement, sixty-two thousand five hundred dollars.

The nearest port of entry is that of San Francisco, distant 3 miles from mouth of jetties.

The city of Oakland, situated on this harbor, has a population of nearly 35,000 inhabitants, according to the census of 1880.

Commercial statistics.

Years.	Traffic by steam ferries.				Traffic by vessels.		
	Ferries.	Trips.	Passengers.	Freight.	Vessels.	Register.	Freight.
				Tons.		*Tons.*	
1874	1	600	None.	60,000	1,415	70,750	94,300
1878	3	5,400	216,240	129,000	1,085	109,125	211,627
1882	3	8,860	858,352	1,051,788	1,129	129,714	173,448
1883	3	8,400	892,210	1,150,379	1,004	144,004	257,614
1884	3	8,000	974,901	1,142,918	1,031	143,886	215,829
1885	3	8,000	1,553,769	1,202,230	1,157	163,553	255,738
1886	3	6,000	444,142	1,439,134	1,326	200,226	305,437

By continuing the above quantities we have the following grand totals for the entire traffic passing through the jetty channel during the past year:

Traffic.	1874, before improvement.		1886, after improvement.	
	Passengers.	Freight.	Passengers.	Freight.
		Tons.		*Tons.*
By ferry	None.	60,000	444,142	1,439,134
By vessel	None.	94,300	.....	305,437
Total	.....	154,300	444,142	1,744,571

Port of San Francisco.

Items.	1884.	1885.
Vessels entering	830	799
Vessels clearing	841	809
Gross tonnage	1,916,642	1,879,852
Exports, treasury and merchandise	$54,932,538	$57,165,399
Customs duties	$6,610,808	$5,870,378

Improvement of Oakland Harbor, California.

HISTORICAL STATEMENT.

The present project, adopted by a Board assembled for the purpose in February, 1874, is intended to give a low-water depth of 18 or 20 feet. At that time there was only 2 feet of water on the bar, afterward dredged to about 9 feet. The general features of the original project have since been followed, but circumstances have enforced departure in several points.

The main parts of the project are, the extension of two training-walls of stone from the shore to deep water in San Francisco Bay, dredging the tidal basin at the head of the harbor to give increase of tidal prism, and the connection by canal of the Oakland estuary with that of San Leandro lying adjacent, this also for the purpose of increasing the tidal prism. The tidal prism being developed in this way to a maxi-

mum was expected to provide by its excavating force on the ebb, with but little aid from dredging, a sufficient channel for purposes of navigation. The development of Oakland commerce during the years over which the improvement extended made it necessary to dredge a channel between the jetties, and since that time an extension of the deep-water-channel along the water front of Oakland. This work was not included in the original estimate.

The position of the training-walls of the project was changed so that a channel made by the city of Oakland in the interval between the preparation of the project and the beginning of construction should not be closed and commerce cut off. This change was disadvantageous to the work, but was unavoidable. The original project called for a channel 1,000 feet in width, which was wider than the natural channel, and which required the acquisition of private property before it could be carried out. This requirement presented so many difficulties, that it became expedient to reduce the width to natural limits.

The training-walls, as projected at the height of half-tide, were found to permit the entrance of much sand and to produce cross-currents embarrassing navigation, and for these reasons it became necessary to raise the top of the walls above high-water mark, converting them into jetties.

The projected canal to connect the estuaries of Oakland and San Leandro was 300 feet in width at the surface. It is now proposed to make the width 400 feet, but the work has not been begun.

PRESENT CONDITION.

There is little change to note in the channels.

The high-water depth is 18 feet. The narrow ship channel, 100 feet in front of the city of Oakland, is buoyed by the Light-House Service, adding much to the convenience of navigation. The north jetty remains in good condition. It has not yet needed attention in way of repair, but during the coming year it will be necessary to fill in a portion of the north slope, which has been displaced to some extent by waves. On the south jetty there is some unfinished masonry work remaining from the last contract which needs to be completed. No work was done on this jetty during the past year.

FUTURE OPERATIONS.

Further increase of tidal prism by dredging and by cutting the San Leandro Canal and the completion of the unfinished masonry work on the south jetty are objects to which the next appropriations are to be devoted.

The amount expended on the harbor to June 30, 1886, is $870,464.53.

Total amount appropriated for this work to date	$934,600 00
Amount (estimated) required for completion of existing project	879,929 20
Amount that can be profitably expended in fiscal year ending June 30, 1888.	250,000 00

Improving harbor at Redwood, California: Continuing improvement, two thousand dollars.

Redwood City contains 2,000 to 3,000 people. It is situated at the head of a tidal channel which connects with San Francisco Bay.

The commerce of Redwood City is carried on with towns on San Francisco Bay and adjoining waters having navigable connection. The exports are lumber, grain, and hay, with some leather. The imports are pine lumber, coal, hides, and general merchandise. The amount of trade, exports and imports, in 1882 was estimated to exceed $1,000,000. The greater part of the commerce of the town is carried on by water and a small portion by rail.

This slough opens into San Francisco Bay, and affords a connection by water with San Francisco and other points situated on navigable waters, by which means much the greater part of the commerce is carried on.

The slough at its mouth is quite shallow and at its head is for a considerable distance bare at low water. The navigation is assured entirely by the tide, which rises here 5 or 6 feet. A railroad connects the village with San Francisco, and affords a transportation of some of the products of the country to points not situated on navigable waters.

The port at Redwood is an outlet for a considerable area of country, part of which is agricultural and part timber land.

The object of this improvement is to deepen the channel near the town so as to permit the small vessels suitable for the local commerce to reach the front of Redwood City. The work consists in dredging a narrow channel for about 1 mile below the town to a depth of 3 feet, so as to give 7 feet at high water. This depth is sufficient

for the class of vessels engaged or likely to be engaged in this trade. The quantity to be dredged is 40,000 cubic yards.

The act of July 5, 1884, appropriated $3,000, which, being insufficient for a useful purpose, has remained unexpended. The act of August 5, 1886, adds $5,000. It is now proposed to advertise for proposals for dredging. The total estimate for the improvement was $15,800.

Amount (astimated) required for completion of existing project.....	$7,400 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	7,400 00

Improving harbor at Wilmington, California: Continuing improvement, fifty thousand dollars.

Wilmington is a port of entry.

Amount collected at Wilmington custom-house during year ending June 30, 1886, $61,624.83.

STATISTICS OF COMMERCE OF SAN PEDRO IN 1871 AND 1886.

Exports, 1871, tons, 9,575; imports, tons, 25,313. Imports, 1871, lumber, feet, 10,938,386. Arrivals in 1871, steamers, 160; sail vessels, 65.

Exports, 1885–'86, tons, 10,192; imports, tons, 93,547. Imports, 1885–'86, lumber, feet, 54,726,000. Arrivals in 1885–'86, steamers, 302; sail vessels, 208.

PRESENT PROJECT.

The present project has for its object to gain all possible depth at the entrance that can be expected, estimated to be 14 to 16 feet, or in other words, to add 4 to 6 feet to the existing low-water depth of 10 feet, and to carry the increased depth to the deep water inside the harbor. The estimate made in 1881 to effect this result was $291,766.42, to be appropriated in two years.

OPERATIONS OF PAST YEAR.

At the beginning of the year a contract for delivering stone was in force, 5,284 tons having been furnished. The contract was completed on October 31, 12,011 tons being delivered during the present year, and 17,295 tons under the contract. It was applied to raising the east jetty above high-water mark for a length of 2,000 feet; to the completion of a spur-dike extended seaward from the east jetty 600 feet in length, and to raising other portions of the jetty which had settled to some extent. The amounts respectively applied to these purposes were 11,019 tons, 5,610 tons, and 666 tons. The length of dike completed during the year was 280 feet. The east jetty, for a length of 2,000 feet, previously stood about 2 feet above low water. As now completed it stands part 8 feet and part 9 feet above low water. In exposed portions it is 10 feet wide at top, with an outer slope of 2 on 5, and is built of pieces weighing 2 to 4 tons each.

The spur-dike is 600 feet in length, 30 feet wide at base, 6 feet on top, and is 9 feet in height, taking 9¼ tons of stone per linear foot. The object of this construction is to defend the southern end of Rattlesnake Island from the attacks of the sea, which forced it back between 500 and 600 feet, and threatened the stability of the work. This dike was completed in July.

Upon the completion of the contract for stone the lighters were hauled out and prepared to lay up, and the property was stored, all remaining under the care of a keeper during the remainder of the year.

PRESENT CONDITION.

It was not practicable to make the usual hydrographic survey at the close of the fiscal year, but a few test soundings were made, which indicate an enlargement of the interior channels, while the depth of the entrance remains practically unchanged, being about 10 feet. More variation in position at the entrance is noticeable than formerly, due to the action of the sea waves upon the deposits of sand.

The action of the wing-dike in progress at the date of the last annual report, since completed, has been very favorable. It has so far entirely met expectations. The object was to promote the extension of Rattlesnake Island by collecting sand on the exterior side of the main work, and between the dike and the island. Accretion began as soon as the work began to take dimensions, and has continued to increase, and

at present the sand is filled to the top of the dike for a distance of 280 feet, and the whole area between the dike and the island has been raised 3 feet.

In other parts of the work there is little change to notice.

The sea has invaded Rattlesnake Island to some extent, and has carried away some of the dunes. This action has no particular significance, being regarded as one of the alterations of the sea which, as erosion and deposit, characterize it in successive years.

FUTURE OPERATIONS.

The parts of the work that remain to be done in order to complete the project consist in raising and extending the west jetty, dredging the interior channels and the sand and at the entrance, and widening the cut in the reef from 330 to 400 feet. The dredging to be required in the interior channels is being lessened each year as the scour increases their dimensions, and at the same time increases the deposit at the entrance.

IMPROVEMENT OF WILMINGTON HARBOR, CALIFORNIA.

GENERAL STATEMENT.

The improvement of the Wilmington Estuary was begun in 1871. At that time the entrance had a depth at low tide of about 1 foot. The tide varying in height from about 4 feet to 7 feet at extreme springs, vessels drawing 6 or 7 feet were able on occasions to enter the estuary. This limit prevented sea-going vessels from entering. All freight and passengers bound for the interior were discharged from sea-going vessels at anchor in the bay of San Pedro, into lighters which, when the tide served, were towed into the estuary and their freight there transferred to the cars.

The result of the improvement which has been carried on since 1871 has been to give a depth of 10 feet at ordinary low tide, and a high-water depth of 14 to 17 feet at high tide. This depth was obtained seven years ago and has since been maintained. The commercial result has been that vessels drawing 14 feet have habitually entered the harbor and discharged freight at wharves. At times vessels of greater draught have entered.

The coasting fleet carrying lumber has of recent years discharged inside, and thereby has promoted the establishment of extensive depots of lumber at San Pedro, from which a large part of Southern California and Arizona have been and are now supplied. The smaller of the coasting steamers have also habitually entered the harbor. The largest class of steamers and the deep-water ships from foreign ports are, however, debarred, and are yet obliged to deliver their freight and passengers outside of the harbor.

Total amount appropriated for this work to date	$855,000 00
Amount (estimated) required for completion of existing project	175,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	125,000 00

Improving harbor at San Luis Obispo, California: Constructing a breakwater, extending in a southeasterly direction, commencing at Whaler's Point, twenty-five thousand dollars.

San Luis Obispo is in the collection district of San Francisco. San Francisco is the nearest port of entry.

The amount of revenue collected at that port during the past fiscal year (1881) is given as $6,336,314.07.

The nearest light-house is at Piedras Blancos. The nearest fort is at Fort Point, San Francisco.

Imports and exports Port Harford, California.

Year ending—	Exports of general merchandise.	Imports.	
		Lumber.	General merchandise.
	Tons.	*Feet.*	*Tons.*
October, 1878	8,170.29	3,133,266	7,717.26
December, 1880	17,174.36	1,595,415	3,380.74
November, 1886	39,159.50	4,158,000	7,076.50

The object of the proposed improvement is the establishment of a breakwater extending in a southeasterly direction one-fourth of a mile, more or less, along the sunken reef commencing at or near Whaler's Point, so called, at San Luis Obispo Harbor, California.

The harbor of San Luis Obispo is some 9 miles to the westward of south from the town of the same name, and is very nearly half way between the harbor of Wilmington and that of San Francisco. It is at the north end of the bight lying between Point San Luis and Point Sal, the latter being to the southward and eastward from the former, and distant 18 miles. High hills shelter it from winds from west round by north to the east; from that to south-southeast it is more or less exposed, and from south-southeast to southwest is open to wind and sea.

For the greater part of the year the harbor is a good one. During the winter season, for some three or four months, the wind is more or less frequently from the southward. Then heavy storms from that quarter may occur, preceded, accompanied, or followed by a heavy swell from southward and westward, which causes trouble along this coast. It is said that during heavy southeasters, owing to the formation of the high hills at the northwest end of the harbor, the wind is deflected to the westward and rarely blows home. At the same time, on account of the curvature of the beach, the sea coming in makes an eddy, which tends to ease the strain there otherwise would be on the cables of vessels at anchor there.

From an examination of the records of vessels wrecked during the past four years and five months, on the coast of California south of San Francisco and north of San Diego, a shore-line of about 600 statute miles, it is found that 12 vessels in all were stranded. One of these got off with trifling damage; eleven were total wrecks, with a loss of twelve lives and 4,907.83 tons, at an estimated value for vessels and cargoes of $477,725. Out of this number, five schooners, giving a loss of 419.04 tons and $40,025, went ashore during calms, or when there was very little wind—two having drifted into breakers, with a loss from one of two lives; the remaining three broke from their moorings owing to a heavy swell.

Three brigs, of 597.41 tons in all, parted their moorings or dragged ashore during heavy westerly gales accompanied by a heavy sea, with a loss of one life and $21,700. One bark struck at night during a heavy gale and sea breaking, tonnage 833.31 tons; estimated loss, $13,500. One ship of 1,864 tons was run ashore at night in a dense fog, owing to miscalculation of her position, with a loss of $145,000 and nine lives. A steamer of 724.63 tons was stranded during a thick fog, the compasses bearing the blame as "faulty"; estimated loss, $180,000. Another steamer of 469.44 tons was at a wharf; a heavy sea came in, and in casting off her lines, through carelessness her stern-line fouled the propeller, and though able to reach the moorings, she dragged on to the beach and was a loss of $77,500.

Of these disasters, all but one took place previous to December 4, 1876; two of them in 1875, and nine in 1876. Since December 4 of the latter year, including two winters, of which the past one has been noted for the severity and number of its southerly gales and for its heavy seas, no vessel has been wrecked from stress of weather on the coast of California south of San Francisco. On the 24th of March, 1877, a schooner of 43.93 tons did get ashore, and was wrecked, at a loss of $4,000, but it was because there was no wind and the current drifted her into breakers.

In constructing the breakwater it is proposed to raise it to the level of mean low water, and give it a thickness on top of 25 feet. The outer face will have a slope of 1 on 3, and the inner, 1 on 1. This will require 91,272 tons of rock, considering the whole mass as solid. I estimate that about one-fifth will cost at the rate of $5 per ton and the remainder at $2 per ton.

18,275 tons, at $5	$91,375
73,020 tons, at $12	146,040
	237,415
Contingencies, 20 per cent	47,483
Total	284,898

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, eighty thousand dollars.

Yaquina Bay is in the collection district of Yaquina; Newport is the port of entry. The nearest light-house is on Cape Foulweather, 4½ miles north of the entrance.

The commercial statistics for this harbor for the fiscal year ending June 30, 1886, are as follows:

Coastwise arrivals, 24; coastwise clearances, 25; registered tonnage, 36,763.35.

Record of bar crossings and principal shipments for years stated.

Draught.	July 1 to June 30—			
	1882–'83.	1883–'84.	1884–'85.	1885–'86.
Not given				5
Less than 7 feet	11	23	27	4
7 to 8 feet	13	15	14	4
8 to 10 feet	19	7	26	16
10 to 12 feet	5	5	23	20
More than 12 feet	1	1	5	
Total	49	51	95	*49

* Principally steamship Yaquina, to and from San Francisco.

Imports:		
Fish and lumber	tons	47
General merchandise	do	997
Lumber	M feet	50
Exports:		
Grain	tons	5,130

The foregoing shipments were from July 1, 1885, to January 31, 1886. It is not practicable to obtain any account of subsequent shipments.

The plan is to build a high-tide brush mattress and stone jetty about 4,000 feet long on the south side of the entrance, to close a rock-obstructed channel, for providing a central free channel of increased depth. Shore protection on the entrance side of the jetty was contemplated. A shorter jetty from the north reef approaching the adopted work to about 1,000 feet was proposed for future consideration. The channel depth to be obtained was placed in 1881 at not less than 17 feet, and subsequently until the present time at not less than 19 feet, mean high tide.

The original project contemplates building the jetty 1,700 feet seaward. Measured by past results an extension of less than two-thirds this distance will make the low-water line permanently inclose the south rocks; such an extension is an urgent necessity for the safety of vessels running to this port. Besides this, there is a growing demand for a deeper entrance than the one of 19 feet at mean high tide expected by the present project.

The development of depth at this entrance, for a reasonable cost, is limited by the rock ledge under the inner part of the bar. This limit is taken from borings at 18 feet below the low-tide datum, as explained in the last report. It is not regarded as at all probable that the rock is higher, although there is some chance that it may be lower for a sufficient width of channel-way. In view of other circumstances a greater depression of the rock than 18 feet is not important. The bar material over the rock is sand.

In case the proposed works should not give sufficient depth, and developments warrant an extension whose limit is considered to be the 18-foot curve, the additional cost for the north jetty would be about $108,000, and for the south jetty $162,000, making the whole new works cost in round numbers $800,000. If the improvement is to be limited to the present adopted project, then $97,000 can be profitably expended thereon during the next year.

Appropriations.

Act June 14, 1880	$40,000 00
Act March 3, 1881	10,000 00
Act August 2, 1882	60,000 00
Act July 5, 1884	50,000 00
Act August 5, 1886	75,000 00
Total	235,000 00
Amount (estimated) required for completion of existing project	96,970 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	255,000 00

Improvement of the harbor at entrance of Coos Bay, Oregon, twenty-five thousand dollars.

Coos Bay is in the collection district of Southern Oregon. Empire City, on the bay, is the port of entry. The nearest light-house is at Cape Arago, on the south side of the entrance.

COMMERCIAL STATISTICS.

The following are for the year June 30, 1886:

Value of imports, domestic		$159,427 52
Value of exports, domestic		$644,714 00
Coastwise entrances, number, 189	registered tonnage	125,291.44
Coastwise clearances, number, 196		
Foreign entrances, number, 1	do	Ballast.
Foreign clearances, number, 1		
New vessel, number, 1	do	592.20
Vessels on ways, number, 2	do	130.00
Tug Sol. Thomas, on ways, being rebuilt into a schooner, tonnage about		100.00

Record of bar crossings and principal shipments, for years stated.

Draught.	July 1 to June 30—				
	1881-'82.	1882-'83.	1883-'84.	1884-'85.	1885-'86.
Less than 10 feet	86	135	145	106	141
10 to 11 feet	24	37	22	53	78
11 to 12 feet	14	14	15	32	27
12 to 13 feet	71	80	63	35	46
13 to 14 feet	26	47	65	64	78
More than 14 feet	*1	.....	.....	.....	†2
Total	222	313	310	290	372

* Schooner Geo. C. Perkins, 14 feet 6 inches, March.
† Schooner Novelty, 15 feet 10 inches, April. Schooner Bonita, 14 feet 2 inches, May.

Imports:		
General merchandise	tons	2,410
Exports:		
Coal	do	51,595
Lumber	feet	21,081,000
Laths	number	3,476,464
Broom-handles	do	191,100
Pickets	do	71,215
Matchwood	cords	1,500
Stave-wood	do	1,200
Piles	number	630
Chittem bark and grape root	tons	200
Salmon, salted	barrels	1,100
Salmon, canned (from Coquille River)	cases	3,600
Apples	boxes	3,000
Firewood	cords	500
Potatoes	tons	50
Leather	pounds	20,000
Stave-mill product (value)		$25,000
Furs (value)		$2,500
Cheese	pounds	14,000

IMPROVEMENT OF ENTRANCE TO COOS BAY, OREGON.

The plan is to build a half-tide jetty or deflecting dike about 2,400 feet long from near Fossil Point, inside of the entrance, on a slightly curved line towards Coos Head, exterior to the entrance, for affording a direct channel of 14 feet depth at mean low water, and one less exposed to heavy seas and of easier access under storm winds than the ordinary natural channel.

The first considerable part of the jetty—the timber crib section—was built next before September, 1880. By that month erosion of the north spit was plain. In May, 1881, the old north channel was closed and the bar crossing had moved south about one-half the distance towards the intended position. At no time since has the channel gone back north, although it has shifted back and forth a little, but practically, in comparison with its former north location and condition of uncertainty, the channel has been towards the south and stable. Since last fall the improvement has been more decided.

The jetty's intended work was to deflect the outflow in a manner to oppose the persistent growth of the north spit, and thus project the ebb normally against the bar and direct the channel into the outer harbor, where the seas are not so heavy and the storm winds are fair and leading into Coos Bay.

Total amount appropriated for this work	$163,750 00
Amount (estimated) required for completion of existing project	436,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	220,000 00

Improving Lubec Channel, Maine: Continuing improvement, ten thousand dollars.

Lubec Channel is situated in the collection district of Passamaquoddy. The nearest port of entry is at Eastport, Me., about 3 miles above, at which place Fort Sullivan is situated. The nearest light-house is on West Quoddy Head, about 4 miles below.

Commercial statistics for year ending December 31, 1885.

Shipping.	Number.	Tonnage.
American vessels arrived from foreign ports	385	167,231
American vessels cleared for foreign ports	426	171,358
Foreign vessels arrived from foreign ports	258	12,950
Foreign vessels cleared for foreign ports	258	12,950
Vessels built	2	16

Value of exports	$405,312
Value of imports	576,651

Lubec Channel forms the eastern boundary of the State of Maine, between the town of Lubec and Campobello Island. For a length of 2 miles (*i. e.*, from about 850 feet below the "Western Bar Beacon" to the head of "Lubec Narrows") it was obstructed by bars having for the most part only 5 feet at mean low water, or 22 feet at mean high water, the mean rise and fall of the tides being 17 feet, while at *extreme* low water of spring tides there was but 1 foot over the shoalest parts. At and near mean low water, therefore, vessels were unable to pass through this channel, and were forced to make a detour some 16 miles longer through British waters in order to reach Lubec, Eastport, and the points in Maine on the Saint Croix and Pembroke rivers. The same loss of time and distance occurred on the return trip; vessels leaving the upper ports, necessarily about high water, reached the channel near low water.

The present project, for which estimates were submitted in the annual reports for 1883 and 1884, contemplates the deepening of the channel to 15 feet at mean low water, and giving a clear width of 275 feet, with 300 feet at the bends. It has, however, been considered desirable to apply any available funds in such way as to give the entire width mentioned before undertaking the increase in depth, so that the estimate in the last annual report covered the increased width only.

To complete that portion of the project for increasing the width of channel requires the removal of about 69,000 cubic yards of material, measured in scows. While the channel now gives a depth of 12 feet at mean low water, the variations are so great that a minimum depth of 8 feet occurs at extreme low tides. No vessel can pass through drawing the extreme depth of water, and in such rapid currents as here obtain in a narrow channel, even the best steamers must have 2 or more feet of water under their keels to permit their handling with safety.

The benefits to navigation and to commerce from the improvement are not local. The channel forms a part of a thoroughfare to and from the Saint Croix River and the waters of the Passamaquoddy Bay, and is not only the shortest route and the only channel not exposed to the open sea, but is the only one in American waters through which vessels can reach many points on our eastern border.

During heavy gales many vessels find refuge and anchorage in the lower part of Quoddy Roads; in such cases, when the wind changes to the eastward, there is no longer any protection, and no escape save by the Lubec Channel, which must afford a sufficient draught of water at all times to make it effective. Before the improvement was undertaken many vessels were thus hemmed in and wrecked.

The total expenditures to June 30, 1886, have been	$139,000 00
Total amount appropriated for this work to date	149,000 00
Amount (estimated) required for completion of existing project	157,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	[illegible] 00

Improving Penobscot River, Maine: Continuing improvement, by widening the channel opposite Bangor and removing obstructions near Crosby's Narrows, ten thousand dollars.

The nearest port of entry for portion of the river here considered is Bangor, Me The commercial statistics for the year ending December 31, 1885, are given in the appended letter from the collector of customs at Bangor, Me.:

Commercial statistics for the year ending December 31, 1885.

Amount of revenue collected (duties)		$63,220 29
Value of exports		188,375 00
Value of imports (dutiable)		279,846 00
Value of imports (free)		424,931 00
American vessels arrived from foreign ports, 5	tons..	1,719
Foreign vessels arrived from foreign ports, 16	do...	2,924
American vessels cleared for foreign ports, 29	do...	10,499
Foreign vessels cleared for foreign ports, 26	do...	5,589
Vessels built, 1	tons net..	117.06
Vessels rebuilt, 1	do...	55.65

By an examination of the harbor-master's records the number of arrivals of vessels in the coastwise trade during the year appears to be in the near vicinity of 2,000; departures the same, as all vessels leave at the closing of the river.

IMPROVEMENT OF BANGOR HARBOR AND PENOBSCOT RIVER, MAINE.

No original project was ever made comprising all the improvements for which appropriations were made and expended; but various projects were carried out as the occasion arose. A summary of the work accomplished was given in Annual Report for 1880, as follows:

1. To straightening, deepening, and widening the channel through the several shoals at Bangor and below for a distance of 3¼ miles, so as to have a width of not less than 200 feet and a depth of not less than 11 feet at low water (or 25 feet at high water) in its *lowest* stages, giving about 14 feet at low water in its ordinary stages.

2. To breaking up and removing all the sunken ledges and bowlders in the harbor of Bangor outside the main channel down to the level of the general bed of the river, including Independence Rock, Gulliver's Rock, the ledge near steamboat wharf, and those near Dole's Wharf, Green's Pier Ledge, and a ledge outside of it; also the ledges and bowlders in front of the wharves at High Head. The accompanying sketch of Bangor Harbor shows the several improvements made in that harbor, but not those below, near Stearn's Mill, in Hampden.

3. To removing by dredging the middle-ground in Bucksport Harbor, 18 miles below Bangor to a depth for the most part of 12 feet at mean low water, as shown on the accompanying sketch of the same.

The further work contemplated consists in completing the widening of channel at Bangor, and increasing the width at Crosby's Narrows. It is believed that the work may be accomplished for the amount originally estimated, viz, $75,000.

Total amount appropriated for this work to date	$233,000 00
Amount (estimated) required for completion of existing project	40,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving Saco River, Maine: Continuing improvement, five thousand dollars.

The cities of Saco and Biddeford, situated at the head of navigation on this river, have each a population of 6,389 and 12,651 inhabitants, respectively, according to the census of 1880.

Commercial statistics for year ending December 31, 1885.

Shipping.	Number.
Arrivals, coastwise	200
Clearances, coastwise	200
Foreign	3

It is believed that an increased commerce on the water will immediately follow increased facilities therefor.

The fact that the improvement of this river has already been recognized by Congress as important by several appropriations for the present breakwater, and for dredging and other work in the channel above its mouth, amounting in all to $162,500, and that the flourishing towns of Saco and Biddeford (the latter the third in the State in population) lie but a few miles above, at the head of navigation, seem to render unnecessary any extended statements as to the commerce benefited. This breakwater, built between 1869 and 1873, was found, by a survey made in 1883, to require repairs and raising to enable it to better effect its object of preventing the encroachment of sand on the channel of the Saco River at the mouth.

Amount appropriated for this work to date, $12,500.

Of the amount of $50,000 therein estimated for the improvement of the river, $25,000 could be profitably be expended in the fiscal year ending June 30, 1888.

Improving Narragaugus River, Maine: Continuing improvement, ten thousand dollars.

The towns of Cherryfield and Millbridge, in Washington County, Maine, are situated on the Narragaugus River, the one at the head of navigation, about 10½ miles from the mouth of the river, and the other about 3½ miles from the same point. Both towns are largely engaged in lumbering, several large saw-mills being in operation at each place, while at Millbridge vessels of the larger class are built, at three different ship-yards. Millbridge is naturally the shipping point for a number of neighboring towns, engaged in the manufacture of lumber, and the canning of fish and lobsters, an industry largely followed in this locality of the State. It is a touching point of the Portland, Bangor, Mount Desert and Machias Steamboat Company, but by reason of the low depth of water in the river these steamers are compelled, except at extreme high water, to take on and discharge their heavy freights for this place in the lower bay, and transfer passengers and freights to a lighter, at great expense and loss of time.

Under appropriations made in 1871 and 1872, the navigation of the river from Millbridge to Cherryfield, about 7 miles, was much improved, so that now coasting vessels of light draught are enabled to run to Cherryfield at high tide, without transship ment in scows at Millbridge, which was necessary before. But little was done for im proving the river below Millbridge. At that point the only obstruction to navigation is a bar which extends from the "deep hole," 1½ miles below the bridge at Millbridge, down to deep water, on the shoalest part of which the channel has only about 5½ feet of water at mean low water, or 4 feet at extreme low water, while above the "deep hole," up to the bridge, the channel, though narrow and tortuous, has a depth of not less than 6½ feet at mean low water.

The improvement contemplated is to open the channel to a width of not less than 200 feet at mean low water, with a depth of not less than 11 feet up to Long Point, and thence to "deep hole" with a depth of 9 feet at mean low water. This will enable coasters to reach the "deep hole" (the only anchorage at low water) in cases of heavy weather, as well as to enable the coastwise steamers, which touch at Millbridge four times a week during the entire year, to land passengers and freight at the lower steamboat wharf, which is the principal landing for this and neighboring towns in this part of the coast. The estimated cost of this improvement is $50,000. This expenditure was recommended by General Thom in 1880, and again by the Acting Chief of Engineers in a letter to the Secretary of War, dated December 30, 1885. Both engineers recommend the appropriation as in the interests of navigation and commerce, and therefore judicious.

The only appropriation for this work was made by act August 5, 1886, which appropriated	$10,000 00
The amount (estimated) required for the completion of the existing project	40,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving Cocheco River, New Hampshire: To complete improvement, nine thousand dollars.

Cocheco River runs through the city of Dover, N. H., and 3 miles below the lowest *bridge empties* into the Piscataqua River, which separates the States of Maine and *New Hampshire.*

Commercial statistics for year ending June 30, 1886.

The following commercial statistics for the city of Dover have been received:

Number of vessels arrived and cleared		100
Coal received by water	tons	25,000
Coal received by rail	do	7,700
Lime, &c., received by water	casks	12,000
Lumber received by water	feet	2,500,000
Shingles received by water		8,000,000
Clapboards received by water		750,000

The other articles received and shipped in the last year, for which water transportation would have been largely used with a good channel, are the following:

Article.		Quantity.	Article.		Quantity.
Cotton	tons	3,100	Leather and hides	tons	3,050
White cloth	do	1,000	Grain	do	3,575
Wool	do	1,300	Flour	do	1,550
Groceries	do	5,100	Iron and hardware	do	1,582
Meats	do	1,250	Paints, &c	do	450
Kerosene	do	650	Salt, coarse	do	350
Oils	do	120	Machinery	do	300
Starch	do	110	Marble	do	100
Fertilizers	do	75	Prints	do	3,300
Boots and shoes	do	2,100	Woolens	do	600
Belting	do	400	Iron manufactures	do	150
Miscellaneous	do	1,500			

The city of Dover is situated at the head of tide-water and navigation on the Cocheco River. It is the largest and most important place between Haverhill on the south, Portland on the northeast, and Manchester on the northwest. It is the county seat of the county of Strafford, and contains the various county buildings and the county offices.

The population of the city is now nearly 15,000, and the valuation for taxable purposes is between $10,000,000 and $11,000,000, exclusive of the public property. The city has public property in real estate of the value of $250,000.

The Cocheco River is navigable for vessels of 600 tons burden and drawing 10 to 12 feet of water, and a large commerce is carried on in coal, grain, lime, cement, and other heavy merchandise. There are 100 arrivals per annum, at the wharves, of vessels from the British provinces and all along the Atlantic coast. When the projected improvements of the channel are completed there can be no doubt the river business will be of such dimensions as to require custom-house accommodations.

In postal rank and business the city ranks as second in the State.

The Cocheco Manufacturing Company has a capital of $1,500,000. It has five mills, from five to seven stories high, engaged in the manufacture of cotton cloths, of which it turns out 32,000,000 yards per annum. It is connected with the Cocheco Print Works, which prints 40,000,000 yards per annum. Together they use 12,000 bales of cotton per annum, employ 2,000 hands, and have a monthly pay-roll of $50,000.

The Sawyer Woolen Mills consume 2,600,000 pounds of wool each year, employ 450 to 500 hands, and produce goods annually of the value of $1,200,000.

The shoe manufacturing industry of the city is larger than in any other city of the State, employing 1,300 hands, with a monthly pay-roll of some $40,000.

There are also numerous small industries of great importance and magnitude in the aggregate.

The interests involved indicate the necessity of increasing the width and depth of the channel at least to such an extent that any vessel which may pass over the Piscataqua River to the Cocheco may continue on to Dover without obstruction or necessity for lightering. One foot added to the depth of the channel adds two hours for each tide to the time in which a vessel of any draught greater than 5 feet may be taken up or down the river.

The improvement required to complete the present project is to deepen the channel from Collins' Steam-mill Wharf to the Packet Landing, so as to give a depth of 5 feet at mean low water.

The widths of the channel cuts are, in general, about 60 feet, though in places they are but 50 feet. While these widths form a navigable channel, they are not sufficient to permit vessels of any size to pass each other safely, nor to permit of convenient handling.

The total amount appropriated from 1836 to date, $161,000.00. Of this amount there was expended previous to June 30, 1866, $150,973.64.

Amount (estimated) required for completion of existing project	$9,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	9,000 00

Improving Pawtucket River, Rhode Island: Continuing improvement, twenty thousand dollars.

Pawtucket is in the collection district of Providence, and that port is the nearest port of entry. The amount of revenue collected at Providence in the last fiscal year was $180,933. The nearest light-house is Sassafras Point Light. The nearest fortifications are Fort Adams, Newport, Rhode Island, and the fort on Dutch Island, Rhode Island.

The commercial statistics for the year 1882 (the latest at hand) are as follows:

Imports.

Coal	tons	86,000
Iron	do	5,300
Gravel	do	300
Clay	do	50
North River stone	do	500
Paving stone	do	240
Brick		2,000,000
Ammonia water	barrels	210,000
Lime	do	2,500
Cement	do	15,000
Long lumber	feet	9,000,000
Short lumber, as shingles, laths, clapboards, &c		3,000,000
Spool lumber (about)	feet	2,000,000

The above merchandise was received chiefly by barges and sailing vessels carrying from 150 to 600 tons each, and drawing from 7½ to 11 feet of water.

The number of water-craft passed through the draw-bridges for the year 1882 was as follows:

Class.	Number.
Steamboats	402
Tow-boats	760
Sailing vessels	413
Sail-boats	248
Miscellaneous	458
Total	2,281

The navigable part of the Pawtucket (or Seekonk) River, an arm of Providence River, extends from Providence to Pawtucket, a city which has a population of about 23,000, and extensive manufactures, depending largely on water transportation. The object of the improvement is to widen and deepen the channel leading to Pawtucket, so that vessels of 12 feet draught can reach that city at mean low water. The mean rise and fall of the tide is about 5 feet.

ORIGINAL CONDITION.

Before improvement, the channel in the river had a ruling depth of about 5 feet at mean low water.

PLANS OF IMPROVEMENT.

The original project as modified in 1883 provides for the excavation by dredging of a channel 100 feet wide and 12 feet deep at mean low water from the deep water above Red Bridge to the ledge opposite Grant & Co.'s Wharf at Pawtucket; thence, the deepening by blasting of the channel through the ledge to Pawtucket Bridge to the same depth and 40 feet wide.

AMOUNT EXPENDED DURING THE LAST FISCAL YEAR, AND RESULTS TO JUNE 30, 1886.

The amount expended during the last fiscal year, including liabilities outstanding June 30, 1886, was $49,241.02. The new channel, 12 feet deep and 100 feet wide, with wide enlargements at the bends, has been carried from its mouth at the deep water just above Red Bridge, a distance of about 8,740 feet, or to a point about 1,000 feet above a line drawn from Bucklin Island to Swan Point Wharf.

This completed portion of the channel is already a great benefit to the commerce of the river and gives much satisfaction. A ruling depth of about 6 feet can be carried from the upper end of our present work to Pawtucket.

WORK REQUIRED TO BE DONE TO COMPLETE THE EXISTING PROJECT.

The work yet to be done is to excavate by dredging the channel 12 feet deep and 100 feet wide from the point to which the last contract carried it to a point opposite Grant & Company's Wharf, and from thence to Pawtucket Bridge to deepen the channel through the ledge to the same depth with the width of 40 feet.

Amount appropriated for this work to date	$131,500 00
Amount (estimated) required for completion of existing project	302,478 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, twenty-five thousand dollars.

Providence River is in the collection district of Providence, which is a port of entry. The amount of revenue collected in the last fiscal year was $180,933. The nearest light-houses are the six light-houses in Providence River. The nearest fortifications are fort on Dutch Island, and Fort Adams, Rhode Island.

Commercial statistics for year ending June 30, 1885.

The whole number of arrivals at this port from foreign countries during the year 1885 was 86, of which 27 only were American, bringing—

Articles.	Quantities.	Articles.	Quantities.
Lumber ... feet	2,562,000	Logwood ... pounds	5,341,000
Shingles	2,443,100	Brimstone ... tons	680
Laths	6,868,000	Molasses ... gallons	54,976
Pickets	38,000	Potatoes ... bushels	12,102
Piling ... pieces	14,200	Coffee ... pounds	17,057
Wood ... cords	1,866	Hides	184
Salt ... pounds	8,293,269		

Amount of duties collected	$189,335 10
Amount of tonnage dues	348 45

There were also received—

Articles.	Quantities.	Mode of transportation.
Cotton ... bales	245,607	Water and rail.
Wool ... do	130,819	Do.
Flour ... barrels	269,277	Do.
Corn ... bushels	1,671,580	Do.
Coal ... tons	870,147	Water.
Lumber ... feet	37,142,208	Do.

TONNAGE.

Description.	No.	Tons.
Sail vessels	109	13,300.14
Steam vessels	38	24,945.28

The foreign importations to the port of Providence for the year 1885 are as follows:

Articles.	Quantity.	Articles.	Quantity.
Lumber ..... feet..	2,562,000	Logwood ..... pounds..	5,341,000
Laths ..... do...	6,686,000	Brimstone ..... tons..	680
Shingles	2,431,000	Molasses ..... gallons..	54,976
Pickets	38,000	Potatoes ..... bushels..	12,102
Wood ..... cords..	1,866	Coffee ..... pounds..	17,057
Piling ..... pieces..	1,420	Salt ..... do....	8,293,269

The domestic importations were as follows, with some exceptions not reported:

Articles.	Quantity.	Articles.	Quantity.
Coal ..... tons..	870,147	Beef ..... pounds..	21,707,906
Cotton ..... bales..	245,607	Oil ..... barrels..	88,688
Wool ..... do...	130,349	Liquors ..... do...	108,757
Flour ..... barrels..	269,277	Iron and steel ..... pounds..	44,316,511
Corn ..... bushels..	1,671,580	Lumber ..... feet..	37,142,208

Providence River is an estuary of Narragansett Bay. The object of its improvement is to furnish a wide and deep channel for European and coastwise commerce from the ocean to Providence, a city of about 125,000 inhabitants, largely engaged in manufactures, and a port of entry for an extensive region of country, with which it is connected by railroads. The mean rise and fall of the tide is 4.7 feet.

ORIGINAL CONDITION.

Before the improvement of the river was commenced, in 1853, many shoals obstructed navigation and at one point in the channel—a place called "The Crook"—the available low-water depth was but 4½ feet.

PLANS OF IMPROVEMENT.

There was expended between 1852 and the 30th of June, 1882, $290,459.34 in deepening the channel, first to 9 feet, then to 12 feet, then to 14 feet, and again to 23 feet, as the increasing sizes of vessels and the growing commerce of Providence demanded. Bulkhead Rock was also removed during this period to a depth of 20 feet below mean low water.

The approved project of 1878, modified in 1882, under which we are now working, provides for a channel 25 feet deep and 300 feet wide, suitable for large ocean vessels, extending from Fox Point, in the city of Providence, to the deep water of Narragansett Bay, and for an anchorage-basin between Fox and Field's Points of the following dimension, in cross-section, viz:

300 feet wide, 25 feet deep.
600 feet wide, 20 feet deep.
725 feet wide, 18 feet deep.
940 feet wide, 12 feet deep.
1,060 feet wide, 6 feet deep.

The 25-foot channel has been laid out in straight reaches (with enlargements at the angles) with a view to lighting them by range or leading lights, such as are used in similar cases in Chesapeake Bay, Delaware River, and other localities, if it should be found necessary.

A plat of Providence River, showing the improved channel, was published in the Annual Report of the Chief of Engineers for 1884, page 622.

AMOUNT EXPENDED AND RESULTS TO JUNE 30, 1885.

The amount expended on the present project up to the close of the fiscal year ending June 30, 1885, including liabilities outstanding at that date, was $210,180.96. At that date about one-half of the excavation required for the anchorage-basin above Field's Point had been done. Bulkhead Rock had been removed and the condition of the six straight reaches into which the 25-foot channel, 300 feet wide, divided

was as follows: The Fox Point, the Sassafras Point, the Field's Point, the Pomham, and the Pawtuxet reaches had been completed, and the lowest, the Gaspee Reach, been excavated to a width of 200 feet.

OPERATIONS DURING THE LAST FISCAL YEAR.

For want of funds no work has been in progress during the last fiscal year.

WORK REQUIRED TO BE DONE TO COMPLETE THE EXISTING PROJECT.

To complete the 25-foot channel 300 feet wide, to the deep water of Narragansett Bay, there remains the increasing to 300 feet the 200 feet of width already excavated in the lowest (the Gaspee) reach. There also remains for the completion of the existing project the remainder of the excavation of the anchorage-basin between Fox and Field's Points.

OPERATIONS CONTEMPLATED FOR THE FISCAL YEAR ENDING JUNE 30, 1887.

It is proposed to devote the small remainder on hand July 1, 1886, and the appropriation made by the act of August 5, 1886, to the completion of the dredging required in the Gaspee Reach, and to continuing the excavation of the anchorage-basin above Field's Point.

Total amount appropriated for this work to date	$534,060 00
Amount (estimated) required for completion of existing project	205,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Green Jacket Shoal, Rhode Island: Continuing improvement, fifteen thousand dollars.

Green Jacket Shoal is in the collection district of Providence, which is a port of entry. The amount of revenue collected during the last fiscal year was $180,933. The nearest light-houses are the six light-houses in Providence River. The nearest fortifications are fort on Dutch Island and Fort Adams, Rhode Island.

COMMERCIAL STATISTICS.

For the commercial statistics, see report of the improvement of Providence River and Narragansett Bay, Rhode Island, Appendix.

REMOVAL OF GREEN JACKET SHOAL, PROVIDENCE RIVER, RHODE ISLAND.

Green Jacket Shoal is in that part of Providence River which constitutes the harbor of Providence. It lies off the wharves on the south front of the city, and occupies a part of the harbor that is required for anchorage purposes.

This is a new work, and no appropriation had been made for it until by the act of August 5, 1886, Congress authorized its commencement by making an appropriation of $26,250 therefor.

My report of January 10, 1885, of the survey of the shoal, the plat, and the estimate of the cost of the work ($112,346.25) on which the appropriation was founded, were published in the Annual Report of the Chief of Engineers for 1885, Vol. I, pages 598–602.

It is proposed, with the appropriation of August 5, 1886, to commence the work by removing that part of the shoal where additional anchorage is most required.

Amount appropriated by act approved August 5, 1886	$26,250 00
Amount (estimated) required for completion of existing project	86,096 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving Pawcatuck River, Rhode Island: Continuing improvement, ten thousand dollars.

Pawcatuck River is in the collection districts of Providence and Stonington, the dividing line passing through the river. Providence and Stonington are the nearest ports of entry. The revenue collected in the last fiscal year was: Providence, $180,-[illegible]; Stonington, $1,735.69. The nearest light-houses are the Stonington and Watch [illegible]ghts. The nearest *fortification* is Fort Trumbull, New London, Conn.

Statement of business done on the Pawcatuck River during the year 1885.

Coal brought, all in sail vessels	tons..	18,373
Iron brought, all in sail vessels	do...	650
Grain	bushels..	44,400
Lumber	feet..	3,972,017
Bricks		351,000
Sand	tons..	695
Stone out of river	do...	4,575

Vessels towed and sailed in and out with full cargoes 203, drawing from 5 to 7½ feet of water, which is the extreme draught, except at high spring tides. Thirty-one vessels arriving in Stonington with lumber, drawing from 8 to 11 feet, which cargoes had to be taken in scows to Westerly.

Passengers by steamer Westerly, * * * 4,050.

Steamer Sadie, running between Westerly and Watch Hill, making from two to four trips daily for three months.

Steamer Julia runs between Westerly and Norwich, one trip daily, for three months. The passengers I have no means of ascertaining the number.

IMPROVEMENT OF PAWCATUCK RIVER, RHODE ISLAND AND CONNECTICUT.

The navigable part of Pawcatuck River extends from the important manufacturing town of Westerly to Little Narragansett Bay, into which it empties. The approach to the river is through Stonington outer harbor and Little Narragansett Bay, and the object of the improvement is to deepen the river channel to the depth to which the channel through the bay has been dredged by the United States, and also to widen it.

The mean rise and fall of the tide is 2.6 feet at the mouth of the river, and 2.3 feet at Westerly.

ORIGINAL CONDITION.

Before improvement the channel was crooked and obstructed by numerous shoals, on some of which there was but 1½ feet at mean low water.

PLANS OF IMPROVEMENT.

By means of appropriations made in the years 1871–'75 the river was improved by the United States by the excavation of a channel 5½ feet deep at mean low water and 75 feet wide below the wharves and from 35 to 40 feet wide between the lower and the upper wharves. My report of a resurvey of the river, made in compliance with the river and harbor act of July 5, 1884, which was accompanied by a plat and an estimate of cost ($38,637.50), and was published in the Report of the Chief of Engineers for 1885, Vol. I, pages 623–625, recommended the further widening of the channel to 100 feet below the wharves and by an additional width of two cuts of an ordinary dredging-machine, or about 40 feet, between the lower and the upper wharves; also the deepening of the entire channel to 8 feet at mean low water.

The commencement of this work has been approved by Congress making an appropriation of $12,000 therefor in the river and harbor act of August 5, 1886.

AMOUNT EXPENDED AND RESULTS TO JUNE 30, 1885.

The amount expended on the original project was $50,000, and it was completed.

OPERATIONS CONTEMPLATED FOR THE FISCAL YEAR ENDING JUNE 30, 1887.

It is proposed to commence the work of widening and deepening the channel according to the enlarged project at the deep water near Lottery, and to carry it as far towards Westerly as the funds will admit, and also to afford such relief as the commerce of the river may require at the shoalest places in advance of the main work.

Amount (estimated) required for completion of existing project	$26,637 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	26,637 00

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, ten thousand dollars.

The Connecticut River is in the collection district of Middletown. By the course of the river the distance from Holyoke, Mass., to Hartford, Conn., is about 34 miles, and from Hartford to Long Island Sound about 50 miles. There is a [illegible] on

Saybrook Point, on the west shore of the river, at its mouth, and another at the end of the west jetty.

Fort Trumbull, New London Harbor, Conn., about 16 miles east from Saybrook Point, is the nearest work of defense.

Summary statement of commerce on the Connecticut River, including port of Hartford and all below to mouth of river, in the district of Middletown.

For year ending June 30, 1886.	Number of vessels.	Tonnage.	Tons of 2,000 pounds carried.	Estimated value of cargoes.
Entries, foreign sail	1	100	150	$1,200
Clearances, foreign sail	1	100	.....	.....
Entries, coastwise steamers	370	789,300	77,600	30,175,000
Clearances, coastwise steamers	370	789,300		
Entries, Coastwise, sail, and other craft	2,600	520,000	910,000	2,600,000
Clearances, Coastwise, sail, and other craft	2,600	520,000	390,000	1,300,000
Totals	5,942	2,618,800	1,377,750	34,076,200

Total amount of customs collected, $298,883.51.

Chief articles of commerce: Stone, coal, lumber; manufactures of cotton, wool, iron, britannia, tin, &c.; grain, flour, feed, miscellaneous foreign goods.

About half of the above freight goes to and from Hartford; the other half belongs to the towns below.

IMPROVEMENT OF THE CONNECTICUT RIVER, MASSACHUSETTS AND CONNECTICUT.

This river rises in the northern part of New Hampshire, flows in a general southerly course between the States of New Hampshire and Vermont, crossing the States of Massachusetts and Connecticut, and empties into Long Island Sound at Saybrook Point, Connecticut. It is divided naturally into two parts, Hartford, at the head of navigation, being the point of division, and appropriations by Congress have always specified in which parts of the river the money was to be expended.

The divisions are as follows:

1. *Above Hartford, Connecticut.*—Embracing a length of about 66 miles, from Hartford, Conn., to Miller's Falls, Mass.

2. *Below Hartford, Connecticut.*—Embracing a length of about 50 miles, from Hartford to Long Island Sound.

BELOW HARTFORD, CONNECTICUT.

The Connecticut River below Hartford is a large stream, for the first 21 miles flowing in a winding course, for the most part through alluvial meadows, which are overflowed at high water, and which consist of a light sandy soil, easily undermined. For the remaining 29 miles, to Long Island Sound, at Saybrook Point, the course is straighter, the banks more permanent, and generally harder.

PROJECTS FOR IMPROVEMENT.

The first project for improvement by the United States was made in 1867; it proposed securing a channel 200 feet wide and 8 feet deep at low water, from Hartford to Long Island Sound, by dredging the bars, protecting the banks, and deepening the channel across Saybrook Bar, at an estimated cost of $64,310. Work was carried on under this project until 1879, the cost being largely increased by repeated dredging of the same bars, when an amended scheme was submitted by Lieut. Col. G. K. Warren, Corps of Engineers. (See Annual Report of Chief of Engineers for 1880, Part 1, pages 396–422.) This scheme contemplated securing a channel 200 feet wide and 9 feet deep at low water by means of riprap wing-dams, and mattress work on the concave banks, at a cost estimated as follows:

Hartford Bar	$33,464
Clay Banks Bar	69,116
Pratt's Ferry or Naubuc Bar	64,735
Press Barn Bar	41,140
Glastonbury Bar	114,922
Dividend Bar	7,110
al	330,487

Under this project, extended to include the necessary work at Saybrook by the close of the last fiscal year, a training wall of riprap 3,698 feet long had been built at Hartford Bar, and a wing-dam at Glastonbury Bar 5,300 feet long, both to 3 feet above low water; the east jetty at Saybrook had been extended to the 12-foot curve, and the west jetty nearly to the 16-foot curve, and a channel 120 feet wide and 12 feet deep at mean low water had been dredged between them, besides maintaining the required depth in the upper part of the river below Hartford, by annual dredging, at a cost of from $5,000 to $10,000 each year. One hundred and thirty-five thousand dollars have been appropriated for this part of the river since the project was approved, including $5,000 ordered by the appropriation act to be expended in dredging in Salmon River, a tributary 20 miles below Hartford. Of this amount only $73,000 have been applied to that part of the improvement provided for in the partial estimate of $330,487.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

The west jetty at Saybrook was extended to the 16-foot curve—work done by hired labor under letter of authority from the Chief of Engineers, dated October 25, 1884; 1,542 tons of stone were delivered, building about 90 feet of the work. The total extension built under this authority is 320 feet, requiring 10,382 tons of stone, costing $1.16 per ton. A small gap in the west jetty was closed by the use of 40 additional tons of stone. Work was completed in September, 1885.

PRESENT CONDITION OF IMPROVEMENT.

The training-walls or wing-dams at Hartford Bar and Glastonbury Bar have been built; the east jetty at Saybrook has been extended to the 12-foot curve, the west jetty to the 16-foot curve, and a channel 12 feet deep has been dredged between them. The dredging done by the United States and by the Transportation Company has, it is understood, made a narrow channel of 9 feet depth up to Hartford through the shoals formed by the spring freshets.

PROPOSED OPERATIONS.

The object of first importance under the existing project is the maintenance of the required depth of 9 feet by annual dredging, and future appropriations should be applied to that, unless they are made largely in excess of what is needed for such work. Experience with the wing-dams already built indicates that they will not maintain the channels without frequent dredging, and it seems advisable to postpone the construction of others at present. The appropriation estimated for the ensuing year is intended for dredging to maintain the required depth on the bars between Hartford and Middletown, at Haddam Island, and between the Saybrook jetties; for such repairs of the wing-dams already built as may become necessary, and for raising and reinforcing the east jetty at Saybrook.

Total amount appropriated for this work to date	$161,250 00
Amount appropriated by act approved August 5, 1886	26,250 00
Amount (estimated) required for completion of existing project	169,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving Housatonic River, Connecticut, five thousand dollars.

The Housatonic River is the boundary between the collection districts of New Haven and Fairfield. The nearest light-house is on Stratford Point, at the mouth of the river, and the nearest work of defense is Fort Hale, New Haven Harbor, about 13 miles east.

Commercial statistics for year ending June 30, 1886.

Vessels entered and cleared.	Number.	Total. tonnage.	Value of cargo.
Steamers	78	11,700	.....
Sailing vessels	217	38,600	.....
Received	.....	.....	$308,000
Shipped	.....	.....	108,000
Total	.....	.....	416,000

A regular steamboat line has been recently established between Derby and New York, and it is believed that the value of freight received and shipped will be largely increased during the ensuing year.

The Housatonic is a long, shallow river, running southward through Massachusetts and Connecticut, and emptying into Long Island Sound just east of Stratford Point, about 15 miles southwest of New Haven. At Derby, 13 miles above its mouth, it receives the discharge of the Naugatuck, a small, rapid river. This point, which has been regarded as the head of navigation, is nearly the head of tide-water; about 1 mile above there is a dam across the Housatonic River, furnishing large water-power. For at least 5 miles below Derby the water is always fresh.

The original depth on the worst bars in the river, six in number, varied from 3.5 to 4.5 feet at mean low water; there was also a bar across the river's mouth, with about 4 feet low-water depth.

PROJECT FOR IMPROVEMENT.

In 1871 a project for the improvement of the river was submitted, which provided for a channel 100 feet wide and 7 feet deep at low water from Derby to Long Island Sound, to be secured by means of jetties and dredging in the river, and by dredging over the bar at the mouth after the location had been protected by a breakwater from Milford Beach, on the east shore at the mouth.

This project was subsequently modified to admit of a jetty connecting Drew's Rock with the west bank, and in 1879 Major Barlow presented an estimate of $12,000 for a riprap jetty to take the place of the breakwater at the mouth of the river; in 1882 this estimate was altered to about $20,000, and has been incorporated into the estimate for completing the project; the jetty contemplated was 6,000 feet long, rising only to low-water level.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

The material of which the bar at the mouth of the river consists is considered excellent for oyster-beds, and at intervals for several years offers have been made by oyster-growers to dredge more or less of this bar free of expense to the United States, they to have the material dredged; the work to be done as a harbor improvement under direction of the Engineer officer in charge. With the approval of the Secretary of War a contract of this kind was entered into with Lewis & Merwin, of Stratford, Conn., to dredge a channel 35 feet wide and 7 feet deep at mean low water through the bar. Work was begun July 29 and finished September 9, 1885, a channel of the required dimensions and 2,000 feet long having been made, and 14,394 cubic yards of sand, gravel, and shells having been removed. February 1, 1886, another contract of the same nature was made with the same parties to make a channel 9 feet deep and 70 wide; work under this contract began June 17, 3,418 cubic yards being dredged before the close of the fiscal year.

An examination of the outer bar was made in October, 1885, and an examination of the bars in the river was begun in June, 1886.

PRESENT CONDITION OF IMPROVEMENT.

Though the bars in the river have been repeatedly dredged to 7 feet depth at mean low water, the present available depth on them is only from 5 to 6 feet.

PROPOSED OPERATIONS.

Should sufficient appropriations be made, the breakwater at the mouth of the river will be built, Drew's Rock will be removed, and the channel in the river will be deepened wherever the bars have formed again. The estimated cost of this work is $30,000; it could be done to advantage in a single year.

Total amount appropriated for this work to date	$76,200 00
Amount (estimated) required for completion of existing project	25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving Thames River, Connecticut: Continuing improvement, twenty-five thousand dollars.

Thames River is in the collection district of New London. The nearest light-house is at the mouth of the river, on the west shore. Forts Trumbull and Griswold overlook the mouth of the river from either shore.

COMMERCIAL STATISTICS.

No record of arrivals and departures of vessels is kept, and it has been impracticable to obtain any statistics of the commerce of this river.

Norwich, at the head of the river, is a distributing point for coal and supplies to a large interior manufacturing district, principally along the line of the Norwich and Worcester Railroad.

A line of freight steamers makes trips nearly daily between Norwich and New York.

IMPROVEMENT OF THAMES RIVER, CONNECTICUT.

This river is formed by the confluence of the Yantic and Shetucket rivers at Norwich, Conn., and extends southward as a tidal stream 15 miles to Long Island Sound. For 11 miles above its mouth the channel is from 16 to 80 feet deep, averaging over 30 feet for the first 4 miles. For 3 miles below Norwich the available depth in 1829 was but 5 feet at low water, where now there is 10 feet depth. The work of improvement has been virtually confined to a stretch of 3½ miles below Norwich. Histories of the improvements may be found in the Annual Reports of the Chief of Engineers, 1873, page 981; and 1879, Part I, page 331.

PROJECTS FOR IMPROVEMENT.

The first definite project for improving this river was approved in 1836. It provided for a channel 100 feet wide and 14 feet deep at high water, to be obtained by dredging, by constructing eleven piers or wing-dams, and by adding to the three already built wings extending up and down stream, converting them into T-walls. The desired results were obtained, but shoals subsequently formed, and in 1866, and again in 1873, it became necessary to deepen and widen the channel by dredging. In 1878, after more shoaling, it was decided to make the channel 14 feet deep at low water instead of at high water, which would increase the depth 3 feet. This afforded only temporary relief; the shoaling continued, and in 1882 the project was further modified, under recommendation of Major Barlow, Corps of Engineers, approved by the Board of Engineers, by providing for the construction of five dikes or training walls along the outer sides of the channel curves, with the addition of low walls on the inner sides should they be found necessary, the width of water-way between them increasing from 300 feet at Thamesville, 1 mile below Norwich, to 480 feet at the lower wall. At the same time the projected width of the channel was increased to 20 0feet. The improvement was to extend over the first 3½ miles below Norwich.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

The dike on the east side of the channel at Long Rock, about 2 miles below Norwich, which was nearly completed in the previous year, was finished in July, 1885, 691 tons of riprap stone being delivered. Shoaling occurred along the line of the Long Rock Dike previous to its construction, so that the amount of stone required (11,945 tons) was much less than estimated (20,000 tons), and with the approval of the Chief of Engineers, work was begun on the Rolling Mill Dike, about 1½ miles below Norwich, by the contractor for the Long Rock Dike, Charles H. Edwards, of Boston, Mass., under an extension of his contract of October 15, 1884. Work was continued until October 24, 1885, when the contract was declared completed, 8,000 tons having been delivered in the Rolling Mill Dike, building 1,026 linear feet of the middle part of this dike to full dimensions, *i. e.*, 3 feet wide on top, the top at mean high-water level, and side slopes of 1 on 1; 105 tons of stone were also used in July, 1885, in partial repair of the Trading Cove Dike, which had settled.

During May, 1886, an examination of the river near Norwich was made.

PRESENT CONDITION OF THE IMPROVEMENT.

Of the five dikes provided for in the project, the three furthest down-stream have been constructed at cost as follows:

Location of dike.	Date of completion.	Length of dike.	Number of tons of riprap.	Cost, exclusive of supervision, &c.
		Feet.		
Mohegan, 3½ miles below Norwich	1883	2,988	Pile-dike.	$22,686 00
Trading Cove, 2½ miles below Norwich	1882	2,370	17,207	21,118 05
Long Rock, 2 miles below Norwich	1885	2,800	11,945	12,781 15

The next in order, the Rolling Mill Dike, 1½ miles below Norwich, and planned to be 4,350 feet long, has been begun, 1,026 feet having been built, commencing at the south end of the old "sand pier," about the middle of the dike, and extending southward.

The upper dike, one-half mile below Norwich, planned to be 1,050 feet long, has not been begun.

The Mohegan Dike and the Trading Cove Dike need slight repairs, the former being crushed by ice at its upper end, the latter having settled.

The channel, which had an available depth of not less than 12 feet at mean low water for a width of 60 feet or over, has shoaled during the spring freshets, so that the available depth over the worst bars is from 9.5 to 11.5 feet.

PROPOSED OPERATIONS.

The funds now available are not sufficient to begin work with, but they will probably be enough to make such repairs as are needed at once. In order to secure the best attainable results the system of training-walls now in course of construction should be completed rapidly. One hundred thousand dollars can be profitably expended on this work and on the necessary dredging during the year ending June 30, 1888.

Total amount appropriated for this work to date	$304,300 00
Amount (estimated) required for the completion of existing project	105,580 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Hell Gate, New York: Continuing improvement, one hundred thousand dollars.

The work is in the collection district of New York. The nearest port of entry is New York City. The amount of revenue collected during the year ending June 30, 1886, $132,536,402.02. The amount of commerce and navigation benefited by the completion of this work, about $4,000,000 daily.

Value of imports, exports, and duties collected at port of New York.

Year ending June 30—	Imports.	Exports.		Duties.
		Domestic.	Foreign.	
1883	$508,700,476	$362,571,653	$21,166,859	$146,581,223 14
1884	486,355,355	363,055,394	21,557,810	133,866,902 91
1885	406,035,435	349,939,225	17,828,096	125,313,677 43

Tabulated statement of the commerce of the port of New York.

VESSELS ENTERED.

Year.	American.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1883	1,900	1,035,078	4,352	5,413,159	6,252	6,448,837
1884	1,869	1,006,556	4,197	4,652,315	6,066	5,658,871
1885	1,691	930,444	4,133	4,729,289	5,824	5,659,733

VESSELS CLEARED.

Year.	American.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1882	1,501	904,272	4,376	5,423,418	5,879	6,327,690
	1,442	839,762	4,094	4,584,196	5,538	5,423,958
	1,273	770,109	4,031	4,670,615	5,304	5,440,724

Number and tonnage of steam and sailing vessels, barges and canal-boats belonging to the port of New York.

Years.	Sailing vessels.		Steam vessels.		Barges.		Canal-boats.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1883.....	2,451	505,559.55	978	336,327.35	441	86,446.49	201	20,442.08	4,071	948,775.47
1884.....	2,488	512,401.33	1,044	361,438.82	454	90,715.19	209	21,196.78	4,195	985,752.84
1885.....	2,437	513,908.12	1,028	364,169.58	465	93,407.05	209	21,178.54	4,139	992,963.29

REMOVING OBSTRUCTIONS IN EAST RIVER AND HELL GATE, NEW YORK.

The charge of this improvement was retained by General Newton, with Lieutenant-Colonel McFarland and Lieutenant Derby as assistants, until the last day of December, 1885, when it was transferred by him to Lieut. Col. Walter McFarland, Corps of Engineers. General Newton's annual report gives in detail the operations on Flood Rock, Hell Gate, up to the date of the final explosion October 10, 1885. The operations subsequent to that date will be reported upon here, although partly occurring during General Newton's charge.

Owing to the economy effected in the cost of the final blast, chiefly by the substitution of rackarock for Dynamite No. 1, a balance of upwards of $100,000 remained on hand from the appropriation of July 5, 1884, and specifications for the removal of so much of the débris of the reef as these limited funds would permit were drawn up and the work was advertised at once.

The total amount of broken rock to be removed from the reef to give the depth of 26 feet at mean low water, called for by the present project of improvement, is estimated to be about 294,000 tons. The funds available were sufficient only for the removal of about 30,000 tons, a little more than one-tenth of the whole. This was not enough to produce a depth of 26 feet over any part of the reef of sufficient width to be of any immediate benefit to navigation, as it is impracticable to work upon the eastern side of the reef adjoining the eastern channel, which is now the most used and has become the main channel, because that channel is overcrowded with passing traffic, and the strongest tide in Hell Gate runs with great violence across that part of the reef.

It was therefore thought advisable to adopt the suggestion of Lieutenant Derby and to expend the available funds in dredging the dangerous reefs known as the Negro Heads and Hen and Chickens to a depth of 18 feet at mean low water, and to cut off to the same depth a spur projecting from the northwest side of Flood Rock proper. Under this application of the funds it would be possible to obtain a through channel between Flood Rock and Mill Rock of nearly, if not quite, the same width between the 18 foot contour as the present eastern or main channel (400 feet), and of a depth sufficient for nine-tenths of the vessels passing through Hell Gate.

After the completion of this channel the main body of the reef can be advantageously removed to the proposed depth of 26 feet by starting on the eastern side of the 18-foot channel and working over gradually toward the eastern or main channel, so that by the time the latter is reached its currents will have been so far reduced and the navigation of Hell Gate so far simplified as to make it comparatively safe for the dredges to work where they cannot work at all at present.

Complete surveys have also been made during the year of the whole of Flood Rock Reef immediately after the blast, and of Heel Tap, and preparations have been made for surveying Frying Pan and Pot Rock, neither of which reefs has been examined since the last work was done upon them by the drill-scow some years ago.

Total amount appropriated for this work to date	$3,620,480 00
Amount (estimated) required for completion of existing project	1,488,840 67
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving East Chester Creek, New York: Continuing improvement, two thousand five hundred dollars.

East Chester Creek is in the collection district of New York. The nearest lighthouse is on the Stepping Stones, 3 miles southeast of the mouth of the creek; the nearest work of defense is Fort Schuyler, Throg's Neck, about 3¼ miles

COMMERCIAL STATISTICS.

No record of arrivals and departures of vessels is kept, and it has been impracticable to procure any accurate statement of commerce. Probably some 50 or 75 vessels enter annually, bringing lumber, coal, and building materials.

No market produce is shipped from East Chester Creek.

East Chester Creek is a small tidal stream emptying into East Chester, or Pelham Bay. The bay is on the north shore of Long Island Sound, at its western end, being just east of Throg's Neck, and 20 miles by water from the Battery at New York. The mean rise of tide is 7.1 feet.

A reef of bowlders close to the course of vessels passing through the draw of Pelham Bridge (near the mouth of the creek) made the entrance dangerous. The depth for the first half mile, up to Goose Island, was rather over 7 feet at high water; from there to the Town Dock, 1¼ miles from the mouth, the high-water depth was nearly the same; and from the Town Dock up to Lockwood's, 2¼ miles from the mouth, it was less than 7 feet.

PROJECTS FOR IMPROVEMENT.

The project for improvement, adopted in 1872, provided for making a channel 9 feet deep at high water from Pelham Bridge to a point about 3,000 feet above Lockwood's, a distance of about 3 miles, by removing bowlders and gravel from near the draw of Pelham Bridge; dredging a channel west of Goose Island 125 feet wide and 1,500 feet long, and dredging a cut 100 feet wide and 1,000 feet long from the Town Dock up to the first bend; thence extending it by an easy curve through marsh and some rock cutting to Lockwood's, a stretch in which the natural bed of the stream was very winding; a cut 3,000 feet long, 100 feet wide, and 9 feet deep was to be made above Lockwood's, to serve both as channel and tidal basin; the project also provided for diking parts of the channel. A modification of this project, submitted in 1873, consisted of proposed timber dikes, to confine the channel on both banks from above Town Dock to near Pelham Bridge; aggregate length 5,800 feet. The cost of the work was estimated as follows:

The first work done under this project was in 1877. Since that time the channel through the marsh and rock just below Lockwood's has been made 100 feet wide and 9 feet deep at mean high water, the channel west of Goose Island has been dredged 125 feet wide and 9 feet deep at mean high water, the bowlders in the vicinity of Pelham Bridge draw have been removed, the channel just above and under the new draw-bridge on the Boston road at Lockwood's has been dredged out, a channel about 2,000 feet long and 9 feet deep at mean high water has been dredged from Pell Point up to Town Dock, the width being 40 to 45 feet, gradually increasing to 90 feet at Town Dock, and 1,235 linear feet of diking have been built.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

The available funds were insufficient for resuming work, and nothing was done.

PRESENT CONDITION OF IMPROVEMENT.

There is now a depth of about 9 feet at mean high water in a narrow channel all the way up to Lockwood's; above that no work has been done.

PROPOSED OPERATIONS.

To complete the project there yet remains the widening of the channel to 100 feet and protecting it by construction of 4,565 feet of timber dikes; also the dredging of a tidal basin above Lockwood's, which can very properly be deferred until the improvements below are completed. About 30,000 cubic yards of dredging could be done and one-half of the proposed diking built conveniently in a single year at a cost of about $20,000.

Total amount appropriated for this work to date	$64,000 00
Amount (estimated) required for completion of existing project	72,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving Hudson River, New York: Continuing improvement, twenty thousand dollars; of which fifteen thousand dollars may be used for removing the rock in the channel at Van Wie's Point.

Commercial statistics.

Value of imports for the fiscal year ending June 30, 1886	$490,103 00
Duties collected thereon	85,862 21
ere are enrolled and licensed at this port vessels with a tonnage of	68,696 76

IMPROVEMENT OF THE HUDSON RIVER, NEW YORK.

The only part of the Hudson River which has been improved is the stretch beginning at the head of navigation at Troy, N. Y., about 6 miles above Albany, and extending down the river to New Baltimore, about 14 miles below Albany, the total distance being a litte over 20 miles by river.

While there has always been enough water below New Baltimore for navigation, this upper section of the river, so far as its history is known to us, has always been obstructed by bars and shoals, due to the existence of numerous islands and sloughs, and to the dispersion of the river water over too great an area.

In November, 1866, General Newton submitted a project for the improvement of the 20 miles of river between New Baltimore and Troy, which may be found in Annual Report of the Chief of Engineers for 1885, Part I, page 678; and, on the strength of his report, a systematic improvement of the river was begun and has been continued up to the present time.

The project was to secure a navigable channel 11 feet deep at mean low water from New Baltimore to Albany, and 9 feet deep at mean low water from Albany to Troy. The following description of it is taken from the report of the Board of Engineers March 5, 1880 (see Annual Report of the Chief of Engineers for 1885, Part I, page 690):

First. A system of longitudinal dikes to confine the current sufficiently to allow the ebb and flow of the tidal current to keep the channel clear. These dikes to be gradually brought nearer together from New Baltimore towards Troy, so as to assist the entrance of the flood current and increase its height, their height to be kept approximately at the level of the tidal high water so as not to confine the freshets, the exact level, however, being left to be determined by experience as the work progresses.

Second. That the dredge be used so far as necessary to open the channels above described, which the current should not be allowed to do, except very gradually, lest accumulations dangerous to navigation be formed below.

Third. Keeping, as far as practicable, the side reservoirs open to the passage of tidal currents by gaps at their lower extremities in order to increase the tidal flow.

Fourth. Dumping all dredged materials in secure places, where it cannot be moved back into the channel by the current.

Fifth. Constructing the dikes of timber and stone, in a manner to secure their permanency, at a minimum cost, the details varying with the locality, to be left to the discretion of the local engineer, to be so designed as to admit of having an increased height given to the dikes, if necessary.

Sixth. To protect, when necessary, the banks and islands against the abrading action of the current's revetments.

Seventh. That limits, beyond which no encroachments upon the channel should be made, be prescribed, and that any such encroachments be reported to the engineer in charge.

The estimated cost of the improvement was $862,297.75, but after more reliable data had been obtained, in 1866 and 1867, a second estimate was made increasing the estimate $122,006.72, making the total estimated cost $984,304.47. This estimate was again increased in 1882 by $78,000, for the completion of existing works, a large amount of the appropriation intended for construction having been spent on repairs; and again in 1884 by $16,000, for the removal of a hitherto unknown rock in the overslough channel at Van Wie's Point, which brought the total estimate up to $1,078,304.47, although the amounts given in the annual reports, as the estimated cost of the improvement from 1868 to 1881, have been erroneously printed $984,304.47, and from 1882 to 1886 as $1,062,304.47.

Of this amount $1,027,288 had been appropriated up to June 30, 1885, when the available channel depth between New Baltimore and Albany was 10 feet, except at one point, Beacon Island, where there was a depth of 8.8 feet; and 8 feet could be carried from Albany to Troy except at Coville's Folly and Patroon's Island, where there were 7.8 and 7.5 feet respectively at low water.

These bars it has been reported have been subsequently dredged by the State of New York.

The gradual and steady increase in the navigable depths obtained during the improvement of the Hudson River are very marked.

In 1819 the available channel depth between New Baltimore and Albany was 4 feet at mean low water; in 1867 it was 7½ feet; in 1878 and 1879 it was 8½ feet; in 1885, 10 feet, except at the spot mentioned, which was subsequently dredged by the State. A table showing the depths from 1819 to 1879 may be found on page 691, Annual Report of the Chief of Engineers for 1885.

The improvement, as was originally expected, has also changed the tides of the Hudson.

In the report of the Board of Engineers March 5, 1880 (Annual Report of the Chief of *Engineers for 1885*, page 691), is stated:

The tidal rise of the upper portion of the Hudson was many years ago

Troy, 2.3 feet at Albany, and 3.7 at New Baltimore. The project of improvement adopted aims at increasing the tidal rise above New Baltimore, so as to gain, if possible, 1 foot at each of the places named. By doing so the rise will be lengthened, the ebb shortened, and the depth improved.

The work remaining to be done under the original project is: The completion of the dike from Staats to Campbell's Island Dike, and from Schermerhorn Island to Shad Island; the proposed improvement between Shad Island and Mull's Plaat, New Baltimore; the improvement at Willow Island; the construction of a new dike to complete the line below Nine-Mile Tree, the extension of the dike at Mull's Plaat, and the removal of overslough rock at Van Wie's Point.

The estimated cost of the completion of these works, by General Newton, in 1882, was $78,000, exclusive of the overslough rock, which was estimated in 1884 to cost $16,000, making a total required for the completion of the project of $94,000.

The act approved August 5, 1886, reads, "Improving the Hudson River, New York, for continuing the improvements, $26,250, of which $15,000 may be used for a rock in the channel at Van Wie's Point"; which amount, with the $30,000 appropriation of July 5, 1884, makes a total amount available for the present fiscal year of $56,250.

But the dikes are in such a dilapidated condition in many places that the whole of this amount will have to be applied to the repair of existing works instead of beginning new ones.

In addition to this amount yet to be expended, more than $35,000 have been already expended up to the present time upon repairs of the works; so that really over $91,000 out of the total appropriations intended for original construction will have been necessarily expended on repairs of existing works when the present money available is spent, and this amount properly belongs to the construction fund yet to be appropriated.

It is recommended that the amount of $78,000, estimated for the completion of the project in 1882, by General Newton, be appropriated, and also the $16,000, estimated to be required for the removal of the rock at Van Wie's Point; making a total of $94,000.

Total amount appropriated for this river to date, $1,053,538.

Amount (estimated) required for completion of existing project.....	$94,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving Newtown Creek and Bay, New York: Continuing improvement, ten thousand dollars.

This work is in the collection district of New York. Nearest port of entry, New York City; nearest light-house, Blackwell's Island Light; nearest fort, Fort Columbus.

COMMERCIAL STATISTICS.

No statement of the commerce of Newtown Creek has been received for the fiscal year ending June 30, 1886.

Newtown Creek is a sluggish stream, about 4 miles long, running through the eastern part of Brooklyn and emptying into the East River opposite Thirty-fourth street, New York.

In 1857 it had a depth of about 17 feet, which had decreased in 1880 to about 12½ feet at low water, from its mouth up to the Vernon Avenue Bridge, a distance of 1,100 feet, its width for this distance being about 240 feet. Thence it gradually decreased in width and depth, until at the head of navigation, where Metropolitan avenue crosses it, there was a low-water depth of about 4 feet and a width of about 100 feet.

A survey of this creek with a view to its improvement was ordered by act of Congress approved March 3, 1879, and was made under General Newton's direction, and reported upon by him January 31, 1880. The project which he presented provided for dredging a channel from the mouth of the creek to Vernon Avenue Bridge, 200 feet wide and from 18 to 21 feet deep at low water, requiring the removal of 145,000 cubic yards of material, chiefly mud, the cost of which was estimated at $36,250.

Work under this project was begun in 1880, but by reason of increased cost of dredging, the estimated cost was increased to $44,050.

Up to June 30, 1886, $45,000 of this amount had been appropriated; and, with it, the channel below the Vernon Avenue Bridge had been given a depth of 18 feet, with a width varying from 75 feet at the bridge to 150 feet at the mouth of the creek; and channels 10 feet deep and from 50 to 200 feet in width had been dredged from Covert's Dock up to the bridge at Metropolitan avenue and Grand street on the west branch, and to Grand Street Bridge on the east branch, the distances being about 3,000 and 0 feet, respectively.

The act of Congress approved August 5, 1886, appropriated $37,500 for the improvement, but directed that $9,375 should be expended on the west branch between Maspeth avenue (Covert's Dock) and what is called the Dual Bridge, at Grand street and Metropolitan avenue; $9,375 on the main branch between easterly Grand Street Bridge and Metropolitan avenue; and the balance on the lower end from Maspeth avenue to the mouth.

The two former amounts will be applied as directed, and the remainder of this appropriation, as well as the remainder of the appropriation of August 5, 1884, will be applied to widening the channel below Vernon Avenue Bridge, to widening and strengthening the approaches to the Penny Bridge, where very awkward bends occur; and, finally, to beginning the improvement up stream from Vernon Avenue Bridge.

The rise and fall of tide in the creek is about 4.5 feet, but the bed of the creek has no natural slope. It is the receptacle for all the refuse from the sewers, factories, refineries, and slaughter houses of the east of Brooklyn. Constant deposits are, therefore, forming in it, especially at the upper end, from these causes and from the caving in of the unprotected banks, which consist of marsh mud.

To remedy this difficulty annual dredging will be required until the banks are protected by bulkheads throughout their whole length.

The commerce of the creek is so large that this improvement should be pushed at least 3 miles up as soon as possible; and $100,000 can be well applied there in the next fiscal year.

No statement of commerce has been received for this fiscal year; from the bridge tender's statement, the daily average of times the draw is opened is about the same number as last year, 130.

Total amount appropriated for this work to date	$82,500 00
Amount (estimated) required for completion of existing project	173,069 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Narrows at Lake Champlain, New York, from Benson, Vermont, to canal-locks at Whitehall, New York, fifteen thousand dollars; of which two thousand dollars may be used to remove Ferris Rock, Lake Champlain.

The city of Whitehall has a population of 4,270 inhabitants, according to the census of 1880.

Statement showing the number of vessels passing through the Whitehall Narrows and into and out of Whitehall Harbor during the season of navigation in 1882 *and* 1883 (*the latest at hand*).

SEASON OF 1882.

Whole number of tows	557
Average number of boats in tow	13
Total number of boats	7,388

Average tonnage of each vessel, 150; total tonnage passing through the Narrows, 1,108,200.

SEASON OF 1883.

Whole number of tows	507
Average number of boats in row	13
Total number of boats	6,482

Average tonnage of each vessel, 150; total tonnage passing through the Narrows, 972,300.

In addition to above there was towed as above 300,000 cubic feet of square and round timber, 15,000 tons.

Statement of commerce entered at the port of Rouse's Point and cleared for the port of Whitehall, N. Y., for the year 1883.

Articles.		Quantity.	Value.
Pine, spruce, and other lumber	feet	34, 662, 679	$423, 275 00
Shingles	M	270¾	643 50
Railroad ties		157, 408	39, 552 00
Value of other commodities			3, 682 00
Total value cleared for port of Whitehall			477, 152 50

Entered at Rouse's Point and cleared for ports south of Whitehall.

Articles.		Quantity.	Value.
Pine, spruce, and other lumber	feet	95, 115, 617	$1, 196, 597 00
Shingles	M	521	2, 237 00
Value of all other lumber			33, 500 00
Barley	bushels	497, 423	330, 261 00
Peas	do	5, 898	6, 973 00
Oats	do	3, 750	1, 218 00
Wheat	do	3, 700	3, 340 00
Beans	do	365	502 00
Buckwheat	do	607	340 00
Leaf tobacco	pounds	51, 600	30, 673 00
Pearl ash	do	37, 550	2, 440 00
Seal oil	gallons	1, 174	813 00
Flax	tons	10	2, 000 00
Whisky, United States	barrels	61	814 00
Clover-seed	bushels	1, 676	14, 934 00
Varnish	gallons	6, 185	10, 239 00
Value of all other commodoties			1, 548, 111 00
Total value cleared for all ports south of Whitehall			3, 184, 992 00
Total value cleared for all ports south of Whitehall Narrows			3, 662, 144 50

Statement of commerce passing the Whitehall, N. Y., canal collector's office during the year 1883.

Articles.		Bound south.	Bound north.
Boards and scantling	feet	136, 691, 513	354, 848
Shingles	M	832	60
Timber	cubic feet	300, 982	202, 547
Wood	cords	6, 197	
Pork	barrels		363
Flour	do		145
Corn	bushels		1, 571
Barley	do	60, 577	
Oats	do	9, 000	15, 323
Bran and ship stuffs	pounds		26, 000
Apples	barrels	9, 384	
Potatoes	bushels	110, 700	
Pig iron	pounds	5, 069, 135	3, 093, 000
Bloom and bar iron	do	5, 770, 598	341, 780
Castings and iron ware	do	28, 460	1, 058, 676
Domestic salt	do	50, 000	5, 216, 760
Foreign salt	do		5, 038, 046
Sugar	do		1, 001, 960
Molasses	do		2, 260, 420
Nails, spikes, and horseshoes	do	205, 125	1, 334, 548
Iron and steel	do	226, 000	125, 960
Railroad iron	do	2, 089, 080	15, 557, 039
Flint, enamel, crockery, and glass ware	do		55, 300
All other merchandise	do	1, 172, 049	23, 099, 583
Stone, lime, and clay	do	16, 040, 400	15, 888, 230
Gypsum	do		3, 244, 447
Anthracite coal	do		486, 886, 488
Bituminous coal	do		2, 053, 820
Iron ore	do	565, 795, 234	
Sundries	do	4, 889, 137	4, 971, 576
Staves	do	2, 669, 376	

The proposed depth throughout is 12 feet at extreme low-water level.

As the entire through commerce of Lake Champlain and the Whitehall Canal must pass here, its annual amount is large, and justifies the proposed improvement.

The upper end of Four Channels is about 12 miles north of Whitehall, and Benson Landing, Vt., at the lower end of Kinyon's Bay, is 2 miles farther north. Between these two points lie the difficulties which it is desired to remove. Of the four channels only the eastern one can be now used by a tow, and it is too narrow for tows to pass one another, and yet tows cannot stop, like single boats, to let another one pass, without getting all tangled up. A single long tow is endangered by being obliged to pass so near the rocky shore of Cedar Mountain, which forms the right bank. A sufficiently wide channel for two tows to pass one another should be provided here by dredging.

At the lower end of Four Channels begins Kinyon's Bay, which is very shallow. The Coast Survey chart shows only 8½ feet at the shallowest part of the channel, while the tugs draw from 9½ to 10 feet. It is understood that there is a very narrow channel, kept open by the wheels of the tugs, but it is difficult to keep. One tug in crossing the bay struck twice, and the pilot said that the previous day it had taken him one hour to get his tow across this bay, a distance of 1 mile. A suitable channel should be dredged here.

The daily commerce passing through the Narrows of Lake Champlain, and affected by this improvement, is 4,000 tons, or 1,000,000 tons annually.

The improvement of the channel across Kinyon's Bay is fully as necessary as the improvement at Four Channels.

The survey shows that to properly improve that part of Lake Champlain between the head of Four Channels and deep water in Kinyon's Bay, a distance of about 2 miles, it will be necessary to remove about 170,000 cubic yards of mud, together with the probable closure, at a small expense, of the "Cross Channel." The improvement proposed would give a channel 12 feet deep at extreme low water, and about 200 feet wide in the portion improved.

The estimated cost of this work is $50,000.

If an appropriation is made, its intended application should be clearly defined.

Total amount appropriated to date	$30,000
Amount (estimated) required for the completion of existing project	20,000
Amount that can be profitably expended during year ending June 30, 1888	20,000

Improving Maurice River, New Jersey: Continuing improvement, five thousand dollars.

This work is in the collection district of Bridgeton, N. J., which is also the nearest port of entry, and at which no revenue was collected during this fiscal year.

IMPROVEMENT OF MAURICE RIVER, NEW JERSEY.

Under a contract with the American Dredging Company, of Philadelphia, operations during the fiscal year were confined to the 4 miles of the river below the town of Millville. Little had been done at the commencement of the year, as work was not begun until near the close of last fiscal year. The contract was completed in April, 1886, and the following improvement is the result of the work:

A channel was dredged through French's Bar, 4 miles below Millville, 200 feet in length, 100 feet wide; from a point 2.14 miles below Millville a channel was dredged 100 feet wide to a point called Pea Landing (including a cut through the point of land at Silver Run, the right of way having been given the United States free of cost); from Pea Landing to the bridge at Millville the channel was dredged 50 feet in width, except just below the bridge, where the width was increased to 75 feet for a distance of 300 feet. This increased width was to cut off a point. Above the bridge for a distance of 400 feet a channel was dredged 100 feet in width, and from this point to Wood's Mills, the head of navigation, a distance of 2,600 feet, the channel was reduced again to 50 feet in width. A depth of from 5 to 6 feet was made over the entire dredged channel.

The excess in depth over what was required by the contract (4 feet) was necessary to float the contractor's plant, and was made at their expense. The total amount of material removed in accordance with the terms of the contract is 110,015 cubic yards, measured in place, which exhausted the appropriation.

This improvement has been beneficial already to the commerce of this river, which is extensive, by enabling a larger class of vessels to reach Millville without interruption by low water.

It is proposed to apply the appropriation asked for the fiscal year ending June 30, 1888, to continuing the work of improvement for a 6-foot low-water navigation by dredging wherever a less depth of water is found in the river.

Total amount appropriated for this work to date	$25,000 00
Amount (estimated) required for completion of existing project	87,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	35,000 00

Improving Passaic River, New Jersey: Continuing improvement, twenty thousand dollars; of which two thousand dollars are to be used above Newark.

Passaic River is in the collection district of Newark, which is the nearest port of entry; nearest light-house, Passaic Light, at the lower end of the dike in Newark Bay. Fort Tompkins is the nearest fort. Amount of revenue collected during the fiscal year ending June 30, 1886, $2,326.70.

The city of Newark has a population of 150,000 persons and has 1,400 manufacturing establishments.

The commerce of the river has slightly increased since the improvement commenced, and is done mostly in vessels drawing over 10 feet, and steamboats.

In 1882, 22,000 vessels passed the draw of the Newark and New York Railroad, with freight worth $1,000,000.

In 1883, 20,581 vessels passed the draw of the Newark and New York Railroad, with freight worth $1,000,000.

In 1884, 22,986 vessels passed the draw of the Newark and New York Railroad, with freight worth $1,200,000.

During the past two years it has been said to be about the same.

IMPROVEMENT OF PASSAIC RIVER, NEW JERSEY.

The Passaic is one of the most important rivers of New Jersey, passing through the large manufacturing towns of Paterson, Dundee, Passaic, Belleville, and Newark. Its course is very crooked down to Passaic, whence its direction is generally southeast to the mouth below Newark, where its junction with the Hackensack, coming from the north, forms what is known as Newark Bay. The lower end of Newark Bay has two outlets, one the Kill von Kull, towards the east, connecting it with New York Harbor, and the other, the Arthur Kill, or Staten Island Sound, towards the south, connecting it with Raritan Bay.

The Passaic is a tidal stream for 13 miles above the mouth, up to Dundee Dam, 1 mile above Passaic. This dam was built by a private company some years ago for the purpose of securing uninterrupted water communication from Newark to Paterson by means of a canal around some heavy shoals. The canal has never been opened to traffic, and is, as well as the reservoir above the dam, only used for water-power.

The city of Newark is situated about 4 miles above the mouth of the Passaic.

Since 1880 the appropriations for this river have been divided, one part being applied to that part of the river above Newark, and the other to that part of the river below Newark, including the channel through Newark Bay. The dividing line between these two improvements is the Pennsylvania Railroad Bridge at Market street in the city of Newark.

(1) *Above Newark, New Jersey.*—The first survey of this part of the river was ordered by act of March 3, 1871, and was made in 1872 under direction of General (then Lieut. Col.) John Newton, Corps of Engineers. The report on this survey may be found in Annual Report Chief of Engineers for 1872, page 805.

The project based upon this survey was to obtain by dikes and dredging, from the spool factory in Newark up to the head of navigation, a channel 100 feet wide and 6 feet deep at mean low water. The estimated cost of this work was:

Locality.	Application.	Amount.
Middle Bar	Dredging	$936
Do	Diking	66,375
Belleville Bar	Dredging	15,501
Rutherford Park Bar	do	14,112
Holsman's Bar and other small bars	do	12,000
	Contingencies	15,000
Total		123,924

In addition to this estimate, which was called that for "limited" improvements, a second estimate was given for extended improvements of $251,359, the first estimate being for a "partial" remedy for the obstacles to navigation, the second a "thorough" remedy.

The commerce of the Upper Passaic above Centre Street Bridge is considerable, consisting in brick, coal, lumber, lime, cement, sulphur, building-stone, ice, and sundries.

The trade has materially increased of late years, and reference may be had to the commercial statistics published in Annual Report of Chief of Engineers for 1884, Part I, page 739.

Total amount appropriated for this work to date	$126,250 00
Amount (estimated) required for completion of existing project	7,512 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	7,512 00

(2) *Below Newark, New Jersey.*—In a project of operations submitted April 18, 1879, for the Passaic River, it was recommended by General (then Col.) John Newton, Corps of Engineers, that a survey of the river should be made from the Midland Railroad Bridge to the mouth, as no survey of it had been made by the Engineer Department up to that time, except for a short distance below the Midland Railroad Bridge.

The dike in the river opposite the zinc works, 5,000 feet long, has not been commenced, and the channel from the Newark and New York Railroad Bridge up to the Pennsylvania Railroad Bridge, which now has a width of from 100 to 130 feet, should be dredged to full width of 200 feet. The estimated cost of this work is given in 1884 as $125,000.

A recent examination shows the dike and the channels to be in good condition, and the allotment of $24,000 from the appropriation of August 5, 1886, for this part of the river and the bay will be applied to extending the dike in Newark Bay southward, at ruling rates heretofore. This amount should build about 1,000 feet, and leave a little over for any contingencies that may arise.

The original estimate was $232,875.

But this did not include the $121,000 estimated to be required in the modified estimate of 1884 for continuing the improvement through the shoal in Newark Bay.

Total amount appropriated for this work to date	$172,000 00
Amount (estimated) required for completion of existing project	181,875 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	125,000 00

Improving Raritan River, New Jersey: Continuing improvement, thirty thousand dollars.

This work is in the collection district of Amboy. Nearest port of entry, Perth Amboy; nearest light-house, Great Beds Light, Raritan Bay. Amount of revenue collected at the port of Perth Amboy during the year ending June 30, 1886, $31,067.65.

Commercial statistics for year ending June 30. 1885.

Shippers.	Products of the forest.	Products of mines and quarries.	Products of animals.	Agricultural products.	Manufactures.	Merchandise.
	Tons.	*Tons.*		*Tons.*	*Tons.*	*Tons.*
Delaware and Raritan Canal Company	16,764	601,714				214,122
South Amboy		2,122,213				
South River Canal	2,500	21,300	1,000	4,000	110,000	1,000
New Brunswick Dock						12,000
Sayre & Fisher	10,000				90,000	
C. & W. Whitehead		50,000				
Middlesex Fire-brick Company		7,000			1,500	1,500
Roberts Brothers		2,800				
Phœnix Brick Company					14,000	
Ridgway & Brother		3,800				
F. A. Ostrander		5,000				
Raritan River Company		3,000				
Raritan Hollow-brick Company		10,000			20,000	
American Fire-brick Company		5,000			15,000	
Thomas Acker & Company		3,000				
Edgar & Compton		5,000				
Edgar & Brother		10,000				
Martin's Dock	100	300				
Terrence Cherry	500			250	4,500	4,500
Watson Fire-brick Company		1,000			10,000	
T. & H. Valentine		10,000			10,000	
Total	29,864	2,861,127	1,000	4,250	275,0[illegible]	[illegible]2

Shippers.	Miscellaneous.	Freight shipped.	Number of vessels.	Average draught of vessels.	Tonnage of vessels.	Valuation of freight.
	Tons.	*Tons.*		*Feet.*		
Delaware and Raritan Canal Company	212,603	1,045,203	.....	7	25 to 200	$25,000,000
South Amboy	103,251	2,225,464	15,349	10	100 to 300	10,000,000
South River Canal	.....	139,800	.....	5	25 to 100	417,000
New Brunswick Dock	.....	12,000	.....	7	100	100,000
Sayre & Fisher	.....	100,000	.....	9	50 to 300	350,000
C. & W. Whitehead	.....	50,000	.....	8	50 to 250	100,000
Middlesex Fire-brick Company	.....	10,000	.....	6	25 to 100	20,000
Roberts Brothers	.....	2,800	.....	6	25 to 100	10,000
Phœnix Brick Company	.....	14,000	.....	6	25 to 100	45,000
Ridgway & Brother	.....	3,800	.....	6	25 to 100	10,000
F. A. Ostrander	.....	5,000	.....	6	25 to 100	15,000
Raritan River Company	.....	3,000	.....	6	25 to 100	10,000
Raritan Hollow-brick Company	.....	30,000	.....	7	100 to 200	125,000
American Fire-brick Company	.....	20,000	.....	8	100 to 200	100,000
Thomas Acker & Company	.....	3,000	.....	7	100 to 200	10,000
Edgar & Compton	.....	5,000	.....	7	100 to 200	10,000
Edgar & Brother	.....	10,000	.....	8	100 to 200	25,000
Martin's Dock	.....	400	.....	7	100 to 200	1,500
Terrence Cherry	.....	9,750	.....	7	100 to 250	65,000
Watson Fire-brick Company	.....	11,000	.....	7	100 to 250	115,000
J. & H. Valentine	.....	20,000	.....	7	100 to 250	45,000
Total	315,854	3,720,247	.....	.....	.....	36,573,500

Year.	Total value freight.	Freight on Raritan Canal.	Freight on Raritan River.	Freight, South Amboy.
		Tons.	*Tons.*	*Tons.*
1871	$47,476,436	3,053,857	.....	.....
1880	.....	.....	.....	.....
1881	.....	1,527,579	.....	.....
1882	.....	1,280,141	.....	.....
1883	.....	1,682,325	.....	2,308,961
1884	37,209,804	1,118,118	416,016	2,258,853

The tonnage of the Delaware and Raritan Canal has decreased one-third, it will be seen, from 1871 to 1884. This is probably due to the coal which originally went through the canal now being shipped by rail to the Amboys, and thence loaded into large sea-going vessels.

The Raritan is one of the largest rivers in New Jersey, running through the center of the State in a very tortuous course towards the east and emptying into Raritan Bay at its head, near the outlet of the Arthur Kill, or Staten Island Sound.

Perth Amboy is situated on the north bank, at the mouth, and South Amboy on the southern bank.

The head of navigation on the Raritan River is New Brunswick, situated 12½ miles above the mouth, although small boats can get up 5 miles farther, to where the river is crossed by a dam which feeds the Delaware and Raritan Canal.

The river is tidal up to the dam.

The Delaware and Raritan Canal, the eastern end of which is at New Brunswick and the western end at Bordentown, form, with the Raritan River, a connecting link of water navigation between the cities of New York and Philadelphia.

The appropriation of $26,250 approved August 5, 1886, will be applied to this, and in extending the improvement above it 10 feet deep, by dredging and blasting up-stream towards New Brunswick.

The condition of the improvement at present is as follows:

The proposed dikes have been completed from the mouth up to the mouth of South River, and a channel with a depth of not less than 11½ feet at mean low water has been obtained for a width of 200 feet over "The Stakes" Shoal, and for a width of 130 feet over the Middle Ground Shoal. The dikes are in good condition, except the lower 800 feet of dike B, which has settled about 2½ feet, but it is not thought worth while to repair it at present.

A south channel, 4,000 feet long, 100 feet wide, and 5½ feet deep, has been excavated south and east of dikes 1, 2, and 3 to relieve the commerce which cannot pass them into the main channel.

There yet remains on this lower part of the river to widen the channel at the Middle Ground Shoal 70 feet, to 12 feet in depth, and to continue the south channel for feet up-stream, 100 feet wide and 5½ deep.

On the upper part of the river, above the mouth of the South River, the only large work undertaken has been the blasting a channel 12 feet deep and 200 feet wide through Rocky Reach Bar, above Whitehead's Sand Dock, which is about 1,000 feet in length. This has practically been completed.

Above Rocky Reach no work has been done except to remove a few bowlders and dredging a short channel through a shoal formed during the winter of 1885.

The channel from Rocky Reach up to New Brunswick remains in about the same condition it was in when the first survey was made in 1872, when the depth in the channel varied from 7 to 12 feet at mean low water.

Total amount appropriated for this work to date	$471,250 00
Amount (estimated) required for completion of existing project	1,622,412 05
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Shrewsbury River, New Jersey: Continuing improvement, five thousand dollars.

This work is in the collection district of Perth Amboy, New Jersey, which is the nearest port of entry. Nearest light-house, Navesink lights. Nearest fort, fort at Sandy Hook, N. J. Amount of revenue collected at the port of Perth Amboy during the fiscal year ending June 30, 1886, $31,067.65.

The majority of the commerce of the Shrewsbury is carried in four steamboats, two running daily from New York up the North Branch to Red Bank, and two from New York up the South Branch to Branchport. The Sea Bird and the Albertina run up the North Branch, drawing 5 feet and 4 feet, respectively, and the City of Long Branch and Helen run up the South Fork, drawing each from 4 to 4.5 feet, according to freights.

From what could be learned the commerce had not increased very materially in the past three years, although it increased rapidly from 1879 to 1883.

The commerce, however, is sufficient to warrant the carrying out of the project as presented in this report. The mean rise and fall of tides in the Shrewsbury is 5 feet at the mouth, 3 feet at Highlands Bridge, 2 feet at Red Bank, on the North Branch; 2 feet at Seabright, on the South Branch, in Pleasure Bay, and at Branchport is 1.3 feet.

IMPROVEMENT OF SHREWSBURY RIVER, NEW JERSEY.

The Shrewsbury River is a large shallow estuary in northeastern New Jersey, entering the lower bay of New York at the junction of the peninsula of Sandy Hook with the mainland, about 1 mile due north from the lights on Navesink Highlands.

Its land drainage area is about 120 square miles. The lower part, running from the mouth for 3 miles up to Rocky Point, just below Seabright, is about 1,200 feet wide. For this distance it runs parallel with the coast line of the Atlantic Ocean, and is only separated from it by a sandy beach from 200 to 1,000 feet in width.

From this point it divides into two branches, one known as the South Branch, keeping more or less parallel with the beach for about 2 miles further to the southward, when it opens into a large bay called Pleasure Bay, 4 miles long and half a mile wide. The head of navigation on the South Branch is Branchport, situated on a little creek leading into the southern side of the bay. The distance from the forks to Branchport is about 6 miles.

The other fork, known as the North Fork, strikes away from the south at right angles to the westward at Rocky Point, with a width of about 1,000 feet for the first mile up to Oceanic Wharf, when it opens out into another land-locked bay called North Shrewsbury. This bay is about the same size as the one at the head of the South Fork, viz, 5 by one-half miles.

In 1870 the first survey of the river was made, under direction of Lieutenant-Colonel Kurtz, Corps of Engineers, and his project for its improvement may be found in Annual Report of the Chief of Engineers for 1871, page 703. This project was, briefly, to dredge the existing shoals, at an estimated cost of $14,000.

An examination made after the 30th of June, 1886, shows that there is sufficient water for the existing commerce at any stage of water, except on an exceptionally low tide at the following points:

1. *Main river, from the mouth to the junction of the two branches at Rocky Point.*—The channel is following the dike more closely than it used to do, and a clear 6 feet at mean low water can now be found within 50 or 100 feet of it, until about 300 feet from the lower end, where only 5 feet can be carried out into the Horseshoe or Sandy Hook Bay.

The last dredging done was not carried along the lower end of the dike, but diverged from it towards the west, crossing a bar which originally put out from the shore to the westward below the end of the dike, and during the past three years this cut has gradually been filling up on the western side, but cutting out to the eastward towards the dike. It is probable if the dike were carried 300 feet further into 12 feet water that this bar would entirely disappear.

2. *North Shrewsbury.*—Five feet can be carried through an intricate channel from Rocky Point up to Oceanic Wharf; but owing to the center, 1,900 feet, of the projected dike not being finished, the whole effect of the proposed contraction is at present lost. At the last contract prices the completion of this work would cost about $10,000.

3. *South Shrewsbury.*—Four and one-half feet can be carried at mean low water through this channel; but there are two points, (1) *Bellevue Shoal* and (2) *Gunning Island*, where the channel is very narrow, and it is almost impossible for the steamers to carry more than 4 feet through them.

The improvement of the Bellevue Shoal is simply a matter of dredging, perhaps 5,000 cubic yards, at 25 cents per yard, which would give a channel 100 feet wide and 5 feet deep.

The Gunning Island Shoal, since the dikes have been built, has been moving over from west to east, making a very inconvenient bend, and $1,000 would cut off this so as to give a fair 5-foot channel.

Total amount appropriated for this work to date	$204,000 00
Amount (estimated) required for completion of existing project	40,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving South River, New Jersey: Continuing improvement, two thousand five hundred dollars.

This work is in the collection district of Amboy. The nearest port of entry, Perth Amboy, N. J. Nearest light-house, Great Beds Light, in Raritan Bay, New Jersey. Nearest fort, fort at Sandy Hook, New Jersey. Amount of revenue collected at the port of Perth Amboy during the fiscal year ending June 30, 1886, $31,067.65.

The business of the river was stated to be large, consisting of manufactures of tobacco, snuff, and cigars, whisky, rubber, spices, flour, &c., to the value of $1,254,543.55 annually, besides the product of a number of brick factories, which turned out 72,000,000 brick a year.

IMPROVEMENT OF SOUTH RIVER, NEW JERSEY.

South River, New Jersey, draining a country 30 miles long and 10 miles wide, is a small tidal stream entering the Raritan River from the south about 8½ miles above South Amboy and 4 miles below New Brunswick. Its width varies from 100 to 500 feet for the first 10 miles up. The bottom is sand and clay, and the river is obstructed by frequent bars with from 2 to 5 feet of water upon them, separating short stretches of water from 7 to 12 feet deep. The mean rise and fall of tides at Little Washington is 5.3 feet.

The stream runs for most of the distance through low marsh lands, and is as crooked as most marsh streams. At a point 2½ miles above its mouth South River is only about 4,000 feet distant from a point on the Raritan River, 1½ miles below their junction. In order to avoid this circuitous route to and from the towns lying on this river, a cut or canal about 80 feet wide across this narrow neck was made in 1831 by the New Jersey Transportation Company, which practically saves 3 miles of transportation. It was intended to make this cut 6 feet deep, but this depth was never attained.

The village of Little Washington, about half a mile above the head of this canal, was and is now the head of steamboat navigation on the South River.

Based upon a survey made in 1879 a project was made to form a channel by means of dredging and diking, including a cut across the neck of a long bend in the river above Little Washington, up to Old Bridge, a total distance of 6 miles from the mouth of the canal. The depth to be obtained was 8 feet from the mouth of the canal to Little Washington, 6 feet from that point up to Bissett's brick-yard, about 3¾ miles above the mouth, and 4 feet from there up to Old Bridge.

The project also contemplated closing the old main channel below Pettit's brick-yard, half a mile below the head of the canal, so as to throw the whole current into the canal instead of having it pass through two outlets into the Raritan; and to change the position of the mouth so as to have the canal enter the Raritan more downstream than before. By act of June 14, 1880, $40,000 were appropriated for this work.

An examination recently made shows that the channel from Little Washington to the head of the canal has improved, there being nowhere a depth of less than 7 feet at mean low water. A shoal with 7 feet of water on it has formed at the junction of the old channel and the head of the canal; but it does not affect the channel down to the canal.

Five thousand dollars was appropriated by act of Congress August 5, 1886, and will be expended upon the dikes on each side of the canal towards it head, or to dredging in the canal if it should become necessary.

Total amount appropriated for this work to date	$81,000
Amount (estimated) required for completion of existing project	133,695 00
Amount that can be profitable expended in fiscal year ending June 30, 1888	25,000 00

Improving Allegheny River, Pennsylvania: Continuing improvement, fifteen thousand dollars.

COMMERCIAL STATISTICS.

The Allegheny River is a free water-way, open to all kinds of business that can be floated on its waters. The commerce on the stream includes the transportation of logs, lumber, boat-bottoms, bulk oil, and such steamboat traffic as can be carried on in high stages of water. No record is anywhere kept of this scattered business, and no recent statistics of commerce are available.

This improvement was begun in 1879.

The object of this work was to effectually clean up the bed of the river, and by so doing materially increase the navigable depth and also lessen the dangers to floating craft at the higher stages by clearing the more prominent shore-bars. Where the water was too deep to do the work by hand a crane-boat and deck-barges were employed. All material removed was deposited on the bank slopes at a height sufficient to preclude the probability of its being again carried into the stream by ice.

During the fiscal year 1884–'85, 70,649 cubic yards of rock, 848 snags, 3,555 cubic yards of gravel, and one wreck were removed from the bed and banks of this river.

No funds were available for the improvement of the Allegheny River during the past fiscal year. No work was therefore done and no expenses were incurred.

ESTIMATE.

The money heretofore appropriated for this work has been expended in removing rocks and closing duplicate channels at islands. I would recommend a continuation of this work, for which $40,000 can be advantageously expended during the coming fiscal year.

Total amount appropriated for this work to date	$135,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000

Improving Schuylkill River, Pennsylvania: Continuing improvement, ten thousand dollars.

This work lies in the collection district of Philadelphia, at which, as a port of entry, there was collected during the year ending December 31, 1885, revenue to the amount of $13,801,190.61. The nearest fort and light-houses are, respectively, Fort Mifflin and Schulkill River range lights.

Amount of tonnage to and from Schuylkill River and passing in and out of the Delaware and Raritan Canal at Bordentown, for the year ending December 31, 1885.

	From Schuylkill River.	To Schuylkill River.
	Tons.	*Tons.*
Coal	247,156	25,452
Miscellaneous merchandise	17,927	17,826
Total	*264,183	†43,278

* Carried by 1,457 canal-boats. † Carried by 368 canal-boats.

Number of vessels and estimated shipments of petroleum from Gibson's Point during the year ending December 31, 1885.

Ships	16
Barks	69
Brigs	1
Schooners	2
Barges and sloops	10
Total vessels	98
Total barrels	238,902

Number of vessels at Point Breeze and total shipments of petroleum during the year ending December 31, 1885.

Steamships	5
Ships	124
Barks	345
Brigs	12
Schooners	37
Barges and sloops	32
Total vessels	555
Total barrels	2,170,643

Number of vessels at and shipments of grain from Girard Point elevators during the year ending December 31, 1885.

Steamships	63
Ships	1
Barks	16
Schooners, sloops, and barges	211
Total vessels	291
Total bushels grain	6,564,643
Total tons merchandise	27,475

Number of vessels arriving at the wharves of the Knickerbocker Ice Company, John Baird & Sons, G. F. Parker, and Harrison Brothers & Co., on Schuylkill River, during the year ending December 31, 1885.

Barks	11
Brigs	2
Schooners	150
Total	163

Carrying—	Tons.
Brimstone and clay	3,734
Ice	71,549
Marble	15,320
Stone	2,466
Total	93,069

IMPROVEMENT OF SCHUYLKILL RIVER, PENNSYLVANIA.

The work done was applied towards obtaining a low-water depth of 20 feet for a width of 250 feet on that part of the river under improvement between Girard Point and Gibson's Point, and in accordance with the approved project.

The appropriations for the improvement of this river began in 1870, and have been applied to the deepening and widening of the natural channel by dredging, so that at present the river has an improved channel 300 feet wide and 24 feet deep from its mouth to Girard Point, a distance of about 1 mile; a channel from 150 to 200 feet wide and 20 feet deep from Girard Point to Gibson's Point, a distance of 3 miles; and a channel 150 feet wide and 18 feet deep from Gibson's Point to Chestnut street.

The natural character of the banks and the bed and the tidal characteristics of the river are such as to render quite permanent the improved channels.

The work which has been done is of great benefit to commerce, and the further im-
vement of the river to the completion of the existing project would be of great
tage.

During the fiscal year ending June 30, 1887, available funds will be applied to dredging.

An appropriation of $75,000 is recommended for the fiscal year ending June 30, 1888, and if an appropriation is made it will be applied to dredging in furtherance of the approved project.

Total amount appropriated for this work to date	$368,750 00
Amount (estimated) required for completion of existing project	116,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000 00

Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement from Trenton to its mouth, one hundred and twenty-five thousand dollars; of which six thousand dollars shall be expended on said river and its tributaries above Bridesburg.

The Delaware River is tributary to the following collection districts, Trenton, Philadelphia, Delaware, and Bridgeton. The amount of revenue collected in these districts during the year ending December 31, 1885, was $13,812,764.54.

COMMERCIAL STATISTICS.

[Above Philadelphia.]

Vessels arriving at and departing from the Delaware and Raritan Canal at Bordentown during the year ending December 31, 1885.

Description.	Arrivals.			Departure.		
	Number.	Tonnage.	Average crews.	Number.	Tonnage.	Average crews.
Steamers	770	91,553	8	741	75,301	8
Sailing vessels	154	23,369	3	7	452	3
Barges	2,831	502,262	2	1,727	210,635	2
Rafts	89	5,302	2	1	68	2
Totals	3,844	622,486	.....	2,476	286,456	.....

A total of 6,320 loaded vessels carrying 908,942 gross tons of freight. The estimated value of shipments arriving, 622,486 tons, was $12,724,908, and that of departing, 286,456 tons, at $9,259,823, a total of $21,984,731.

The canal collector at Bordentown estimates the tonnage by water, to and from Bordentown, for the year ending December 31, 1885, not entering the canal and therefore not included in above statement, at 227,000 gross tons. This would make the aggregate tonnage of the Delaware River at Bordentown 1,135,942 tons.

In addition to the foregoing, several steamboats run daily during the season of navigation between Philadelphia and points on the river above, carrying a large number of passengers and considerable freight.

Statement of tonnage over the piers of the Philadelphia and Reading Railroad Company, on the Delaware River Front, at Port Richmond, during the year ending December 31, 1885.

	Tons.
Anthracite coal	1,777,522
Other merchandise, including 2,827,789 bushels of grain	450,000
Total	2,227,522

Estimated statement of vessel movement to and from Port Richmond piers during the year ending December 31, 1885.

	Vessels.
For movement of coal	7,463
For movement of grain	284
For movement of general merchandise	366

Domestic and foreign entrances and clearances, 1885.

[Below Philadelphia.]

With and without cargoes.	With cargoes.		With ballast.	
	Vessels.	Tons.	Vessels.	Tons.
American vessels entered from foreign ports	433	210,023	4	3,560
American vessels cleared for foreign ports	269	153,764	18	6,359
Foreign vessels entered from foreign ports	743	770,958	107	92,634
Foreign vessels cleared for foreign ports	763	771,997	25	23,241

Coastwise entrances and clearances, 1885.

Class of vessels.	Entered.	Cleared.
Steamers	1,633	1,707
Ships	25	9
Barks	42	58
Brigs	20	48
Schooners	3,008	2,914
Total	4,728	4,736

Export of grain and petroleum during 1885.

Wheat	bushels	3,369,905
Corn	do	6,028,564
Petroleum	barrels	2,968,120

IMPROVEMENT OF DELAWARE RIVER FROM TRENTON, NEW JERSEY, TO ITS MOUTH.

A project was submitted January 23, 1885, by a Board of Engineers for "the permanent improvement of Delaware River and Bay," which was published in the Report of the Chief of Engineers for 1885, page 822. The expenditure of the appropriation of July 5, 1884, has been in accordance with approved projects and the recommendations of this Board.

During the past fiscal year the following operations have been in progress:

(1) Survey of the Delaware River above Bridesburg.

(2) Examinations at points between the upper end of Petty's Island and Delaware Bay, where there is now a less depth than 26 feet at mean low water and a less width of channel than 600 feet, to determine the character of the bottom and substratum of the river both in channels to be improved and over areas to be occupied by proposed dikes; tidal observations at the same points, to determine the duration, direction, and velocity of the flood and ebb tides; and the running of a line of levels between Trenton, N. J., and Cape Henlopen, Delaware.

(3) Construction of a gravel dike between Long Bar and Emily Island in the river above Bordentown.

(4) Construction of a brush and stone dike near Five-Mile Bar, between Fisher's Point and upper end of Petty's Island.

(5) Construction of a brush and stone dike near Mifflin Bar, between Hog and Maiden islands.

(6) Dredging a channel through Five-Mile Bar above Petty's Island.

(7) Dredging in Main Ship-Channel west of Petty's Island.

(8) Dredging in Main Ship-Channel at Mifflin Bar.

The other matters relating to the improvement of the Delaware River will be considered under the following heads:

(9) Smith's Island Bar.

(10) Injunction restraining contractors from building Fisher's Point Dike.

1. SURVEY OF THE DELAWARE RIVER ABOVE BRIDESBURG.

The survey of the Delaware River above Bridesburg consisted in a detailed survey, which was carried to a point about 4 miles below Trenton, or for a distance of about 24 miles above Bridesburg. The exhaustion of available funds prevented the completion of the survey.

During the present season available funds will be applied to the work in progress towards the formation of a dredged channel 12 feet deep at mean low water through Five-Mile Bar, above Petty's Island, and to the work of dike construction near Mifflin Bar.

In the reports on special localities on the Delaware River where separate appropriations have been made in the past, it has been recommended that, in the best interests of the work and of commerce, all funds for the improvement of the channel of the Delaware River should be hereafter appropriated under the general title of "improvement of Delaware River from Trenton, N. J., to its mouth." The improvement recommended by the Board of 1884 is the formation of a channel from a point in the river near the upper part of Philadelphia to deep water in Delaware Bay, with a least width of 600 feet, and having a depth of 26 feet at meam low-water. This is to be accomplished, except at Schooner Ledge, where solid rock is to be removed, by means of regulating and constructing works, aided, where necessary, by dredging.

The estimated cost of the work recommended is about $2,425,000.

An appropriation of $600,000 is recommended for the fiscal year ending June 30, 1888, to be applied to dredging and dike construction, together with any necessary surveys and observations, all in accordance with the project for the permanent improvement of Delaware River and Bay.

Total expenditures to June 30, 1886	$1,499,717 92
Total amount appropriated on present project to June 30, 1886	200,000 00
Total expenditures on present project to June 30, 1886	147,717 92
Amount (estimated) required for completion of existing project	2,215,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	600,000 00

Improving Herr's Island Dam, Pennsylvania: Continuing improvement, twenty-eight thousand dollars.

In our previous reports we have stated the great benefit that would result to Pittsburgh Harbor and to the commerce of the Upper Ohio by the construction of a lock and dam in the Allegheny River at Herr's Island. As an appropriation of $37,500 has now been made for beginning this work, it should be stated that the project is to construct a lock and fixed dam at the head of the Allegheny arm of the pool formed by the Davis Island Dam, and thus form a second pool up the Allegheny River. This will in a great measure complete the harbor of Pittsburgh, and will secure through its limits the cheap transportation of all raw material and heavy manufactured products, to the great advantage of both manufacturer and consumer. The lock and dam will be the first of a series, which in the future can be extended up the river as far as required.

The approximate cost of the work, as given in the annual report for 1880, is $153,000. This is for a lock 200 by 50 feet, and a timber-work dam filled with stone. By the completion of the Davis Island Dam and by constant increase in amount of traffic the requirements of river navigation about Pittsburgh now demand a lock-chamber at Herr's Island larger than that required in 1880, and therefore more expensive than the one provided for in my original estimate. Further examinations and figures must be made before the Chief of Engineers can recommend the size of lock-chamber that should be provided. While, therefore, submitting the original approximate estimate of cost as the best now available, I desire it understood that a revised estimate under the requirements of a larger lock will materially increase the total probable expenditure.

The State of Pennsylvania has not yet ceded jurisdiction over the land required for any structures of this kind on the Allegheny River, and no legislation is possible before next winter. All construction works must therefore be postponed to another season, while present expenditures will be limited to the cost of examining the site and preparing full drawings and estimates for the work.

If the work of construction could begin at once, the funds now available are only sufficient for furnishing material. As it would be greatly to the interest of the work to put the whole masonry of the lock and of the abutments for the dam under contract at the same time, I would urge that the sum of $115,500 be appropriated for the next fiscal year.

Improving Monongahela River, Pennsylvania and West Virginia: To complete improvement, thirty thousand dollars.

COMMERCIAL STATISTICS.

Lock No. 9 is still without connection with the slackwater system on the lower river, and the business done through it is small compared to what is [illegible] upon the completion of No. 8.

The commerce at No. 9 during the past year was as follows:

Commerce passing Lock No. 9, Monongahela River, during the fiscal year ending June 30, 1886.

Date.	Lockages.	Up.				Down.						
		Steamboats.	Barges and flats.	Miscellaneous.	Merchandise, tons.	Steamboats.	Barges and flats.	Rafts.	Miscellaneous.	Merchandise, tons.	Lumber, feet, B. M.	Timber, cubic feet.
1885.												
July	14	.....	1	5	78	.....	.....	.....	6	1	.....	.....
August	15	.....	1	7	84	.....	1	2	6	6	4,000	.....
September	4	.....	.....	2	65	.....	.....	.....	2	1	.....	.....
October	7	.....	5	.....	74	.....	3	.....	.....	1	.....	.....
November	40	6	3	4	86	6	2	18	2	10	34,000	74,000
December	24	9	3	2	59½	9	2	.....	2	5	.....	20,000
1886.												
January	9	3	1	.....	28	3	1	1	.....	.....	.....	3,500
February	17	7	.....	.....	23	6	.....	4	.....	2	.....	20,000
March	51	11	4	2	40	11	4	21	3	22	45,000	124,500
April	105	13	2	3	58½	14	.....	94	4	3	567,500	218,000
May	57	11	.....	9	31	10	.....	24	8	.....	116,000	37,000
June	20	.....	2	1	22	.....	2	14	1	4	10,000	57,500
Total	363	60	22	35	649	59	15	178	34	55	776,500	554,500

The following statistics are taken from the last annual report of the Monongahela Navigation Company, and show the commercial movements on the lower or northern end of the river.

Shipments on the Monongahela slackwater in 1885.

Brick	number	588,892
Cattle and horses	do	998
Classified freight	pounds	27,365,266
Coal, coke, and slack	bushels	85,923,107
Fire-clay	tons	3,463
Hogs	number	1,845
Iron ore	tons	16,486
Iron in pigs	do	11½
Lumber	feet	6,414,212
Oil	barrels	1,073
Pipe	tons	595
Posts	number	12,826
Posts, pit	do	201,040
Railroad ties	do	1,800
Sand	bushels	941,300
Sheep	number	4,464
Staves	do	4,000
Steel rails	tons	22,428
Stone	perches	4,350
Timber	feet	2,052,100
Whisky	barrels	5,293
Wood	cords	120
Passengers	number	24,698

IMPROVEMENT OF MONONGAHELA RIVER, WEST VIRGINIA AND PENNSYLVANIA.

The project, of which Lock and Dam No. 8 is the only unfinished portion, contemplates the extension of the Monongahela slackwater, which now ends at Dunkard's Creek, Pennsylvania, to Morgantown, W. Va., a distance of 14 miles. Two locks and dams are required, with a combined lift of 21½ feet. Of these the upper, No. 9, is completed and in operation, while No. 8 only has the masonry of the lock-chamber built to a height of from 2 to 4 feet above the water-surface of Pool No. 7.

ESTIMATE.

The amount required to complete Lock No. 8 and to build the dam and abutment, as given in my last annual report, is $121,276. Of this sum $90,900 was appropriated by the river and harbor act approved August 5, 1886, leaving a balance of $30,376 yet to be supplied. This amount should be appropriated, and can be profitably expended during the next fiscal year.

Total amount appropriated for this work to date	$397,000 00
Amount (estimated) required for completion of existing project	30,376 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,376 00

Improving Saint Jones River, Delaware: Continuing improvement, five thousand dollars.

Dover is in the collection district of Delaware. Wilmington is the nearest port of entry, at which the amount of revenue collected for the last fiscal year is $16,011.97.

As reported last year, a contract was made in December, 1884, for the improvement of this river by straightening and deepening the channel to 6 feet at mean low water wherever a less depth was found, and to a width of 40 feet; also to make a cut-off at Cherry Tree Bend of the same width and depth, and widen another near Dover. The work was to commence at the mouth and continue up-stream as far as the available money would permit, but the dredge having been constructed at Dover it was necessary to dredge a distance of 941 feet down-stream before the natural depth of water sufficient to float the dredge was reached.

The channel was dredged 6 feet deep at low water, and 40 feet wide, and a turning-basin 180 feet in length and 80 feet wide was also made at Dover in accordance with the project. Commencing at the second shoal inside the mouth of the river and working up-stream, a 6-foot low-water channel 40 feet in width was dredged at the following shoals:

Locality.	Length.	Locality.	Length.
	Feet.		*Feet.*
Warren's Landing Shoal	825	Phosphate Factory Shoal	1,385
Jack's Point Shoal	340	James Island Shoal	1,000
Logan's Landing Shoal	600	Babbitt's Fishery Shoal	766
Hevern's Landing Shoal	550	Wharton's Fishery Shoal	750
Red Granary Shoal	1,500	Lebanon Shoal	330
White Store Landing Shoal	2,000	Lebanon Reach and Mud Hole Point	2,270

At Cypress Point the channel was widened 33 feet for a length of 345 feet, depth 6 feet; and at Cherry Tree Bend a cut-off was made 1,020 feet long, 40 feet in width, and 6 feet deep at mean low water, The right of way through land for this cut-off was given to the United States free of cost. The benefit to navigation by this cut-off is a saving in distance of about 4,000 feet, besides avoiding the abrupt bends in the river at this locality.

After the above named work had been done the dredge was removed again down the river, and work commenced at Broad Reach Shoal, the first shoal inside the mouth. At this shoal a channel was dredged 2,270 feet to a depth of 6 feet at mean low water and a width of 40 feet.

The total distance dredged during the year is 17,072 feet, and the total amount of material removed is 54,128 cubic yards, measured in place, which was deposited on the banks of the river 50 feet from edge of channel.

The balance of funds available June 30, 1886, will be applied to the completion of the channel through Broad Reach Shoal and to continuing the channel above Lebanon.

Work under this contract will probably be completed by the end of July. It is proposed to apply the appropriation asked for the fiscal year ending June 30, 1888, to the continuance of the improvement of the river for a 6-foot low-water navigation to Dover.

Total amount appropriated for this work to date	$25,000 00
Amount (estimated) required for completion of existing project	10,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving Mispillion Creek, Delaware: Continuing improvement, three thousand five hundred dollars.

Mispillion Creek is in the collection district of Delaware. Wilmington is the nearest port of entry, at which the revenue collected for the last fiscal year was $16,011.97.

COMMERCIAL STATISTICS FOR YEAR ENDING JUNE 30, 1885.

From different sources the freight in aggregate carried in and out Mispillion Creek and back is from $45,000 to $50,000. This is much smaller than formerly. The railroad carries largely; and, further, the creek needs cleaning out. Work was begun some years ago, but the appropriations were too small for the work contemplated.

About eight or ten vessels, 50 to 100 tons average—I am told 80 tons; draught, 5 feet 3 inches. A steamboat has lately been put on and reports a very profitable business in the matter of freights. The present is unusually dull, no vessels being built. Generally four or five on the stocks, some for foreign trade, of tonnage 800 to 1,000.

No work has been done on the improvement of this stream during the fiscal year ending June 30, 1886, for want of funds, and the condition of the work at that time is not known for the same reason.

It is estimated that $3,500 will complete the project for the improvement of the creek, by removing the remainder of the shoals between Milford and the mouth of the creek, which will give a 6-foot low-water navigation for the entire distance. This improvement will be of great benefit to navigation and commerce interested by lessening the time required to get up and down the stream.

If the bar at the mouth is to be improved it is estimated that $55,000 additional will be required, but it is doubtful if the commerce on this creek will justify this expenditure.

AMOUNTS APPROPRIATED.

By act approved March 3, 1879	$3,000 00
By act approved June 14, 1880	4,000 00
By act approved March 3, 1881	3,500 00
By act passed August 2, 1882	3,000 00
Total	$13,500 00
Amount (estimated) required for completion of existing project	58,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	3,500 00

Improving Duck Creek, Delaware: Continuing improvement, three thousand dollars.

Duck Creek is in the collection district of Delaware. Wilmington is the nearest port of entry, and the revenue collected there for the last fiscal year amounted to $16,011.97.

Commercial statistics for year ending June 30, 1886.

Articles.	Quantity.	Value.
Coal ... tons	7,000	$42,000
Iron and steel ... do	600	20,000
Hay, salt and fresh ... do	700	9,000
Fertilizers ... do	20,000	500,000
Lumber ... feet	1,500,000	75,000
Grain ... bushels	400,000	350,000
Lime ... do	150,000	20,000
Fruit—peaches, &c ... baskets	750,000	375,000
Peach baskets	500,000	50,000
Evaporated and canned goods	.....	250,000
Live stock ... head	7,000	175,000
Agricultural implements	.....	100,000
Merchandise (about)	.....	900,000
Total	.....	2,866,000

In addition to above there is considerable commerce, consisting of such articles as truck, eggs, fish, poultry, oysters, &c. Besides, one iron propeller steamboat, drawing feet water, say three to five schooners, 30 to 80 tons capacity, drawing 5 to

feet water, several sloops and fishing vessels, also three to five barges, capacities, 100 to 250 tons, draught about 6½ feet; these comprise the fleet navigating this stream.

The original condition of Duck Creek was a bar at the mouth, having 3 feet at ordinary low water, with nine shoals, with a minimum depth of 2.5 feet in the channel between the bar and Smyrna, the head of navigation. The approved project was to construct a channel through the bar to 8 feet depth at mean low water, and having in width not less than 100 feet, and the removal of the existing shoals as far as Smyrna to the same depth.

No work was ever done to remove the shoals between the mouth of the river and Smyrna. The navigation would be greatly improved if these shoals could be removed, by enabling vessels to pass between Smyrna and the mouth on any tide, and reach the deep water of Delaware Bay with high water, whereas it now takes several high tides to reach that point. The commerce on this stream is large and would seem to justify the removal of the shoals, but it is not believed to be sufficient for the expenditure necessary for the permanent improvement of the mouth. This plan has been adopted for the improvement of both the Saint Jones and Broadkiln rivers, and navigation has been greatly benefited thereby, and the tendency has been, as reported by captains of vessels sailing these rivers, since the removal of the shoals from the bed of these rivers, to increase the depth of water over the bar at the mouth.

It is proposed to apply the appropriation asked for the fiscal year ending June 30, 1888, to removing the shoals in the bed of the stream from the mouth of the river to the town of Smyrna. The commerce on the creek is not deemed sufficient to justify the expenditure necessary for the improvement of the mouth.

The amount that can be profitably expended during the fiscal year ending June 30, 1888, is $6,000, and if appropriated will be applied to the removal of the shoals between Smyrna and the mouth of the river, to give a low-water navigation of 8 feet in depth.

Total amount appropriated for this work to date	$10,000 00
Amount (estimated) required for completion of existing project	12,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	6,000 00

Improving Choptank River, Maryland: Continuing improvement, two thousand five hundred dollars.

Choptank River is in the collection district of the eastern district of Maryland. Baltimore is the nearest port of entry, and the amount of revenue collected there for the last fiscal year is unobtainable.

Commercial statistics for the year ending June 30, 1886.

Articles.	Quantity.	Articles.	Quantity.
Grain ... bushels	300,000	Coal ... tons	1,000
Phosphates ... tons	1,500	Merchandise	$200,000
Bricks	300,000	Canned goods ... cases	800,000
Lumber ... feet	1,000,000	Oyster shells ... bushels	500,000
Lime ... bushels	25,000	Fruit ... baskets	75,000

IMPROVEMENT OF CHOPTANK RIVER BETWEEN DENTON AND GREENSBOROUGH, MARYLAND.

The work on this improvement was suspended in May, 1885, on account of the near exhaustion of the appropriation. Nothing has been done since for want of funds.

The result of the work on this improvement has been to give a channel 6 feet deep at mean low water to Case's Wharf, at Greensborough, and through the shoal opposite Case's a depth of 5 feet. The width of the channel varies from 47 feet to 75 feet. It is proposed to apply the appropriation asked for the fiscal year ending June 30, 1888, in carrying out the original project to give a channel 8 feet deep at mean low water and 75 feet in width by deepening and widening the channels already dredged through the shoals between the towns of Denton and Greensborough.

Total amount appropriated for this work to date	$30,000 00
Amount (estimated) required for completion of existing project	47,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	47,000 00

Improving Corsica Creek, Maryland: Continuing improvement, two thousand five hundred dollars.

Corsica Creek is in the collection district of Baltimore. Baltimore is the nearest port of entry, at which the amount of revenue collected for the last fiscal year is $——.

COMMERCIAL STATISTICS.

Centreville is situated at the head of Corsica River, and is the county town of Queen Anne's County, which, by the last census, is the leading wheat-growing county on the Eastern Shore of Maryland, and is only excelled by four other counties in the State.

The shipments from Centreville Landing by Corsica River reach about 500,000 bushels of wheat, corn, and oats, 4,000 tons fertilizers and phosphates, 2,000 tons coal, 800,000 feet of lumber, 500,000 shingles, 1,000,000 laths, 2,500 tons of square timber, 500,000 bricks, 50,000 bushels of lime, 2,000 sheep, cattle, and mules; fish, oysters, &c., in large quantities; large trade in poultry, bacon, flour, &c., besides 100,000 bushels of shells, 800 sacks of salt, and 100,000 boxes of peaches.

Four schooners and two steamboats trade regularly between Centreville and Baltimore, with several other steamers during the peach season, and various other vessels with lime, shingles, lumber, coal, &c.

At Centreville Landing there are granaries with storage capacity for over 200,000 bushels of grain, in addition to storage capacity for fertilizers, salt, provisions, &c. A phosphate factory, a cannery, and a fruit drier are also located at that point. The landing has a wharf front of over 500 yards in length. In addition to the wharves at Centreville Landing there are on Corsica River eight others. The population of the town is about 1,600 and of the landing about 200.

Total amount of the business of Centreville and the landing is estimated at $1,100,000.

Centreville is the terminus of the Queen Anne's and Kent Railroad, with two passengers and one freight train daily connecting with northern-bound trains.

Over this road a heavy business is done in grain, lime, coal, lumber, and general merchandise.

Corsica River is now navigable for vessels and steamers of light draught.

If the channel is deepened and widened sufficiently to allow suitable passenger steamers to reach Centreville Landing, a large travel by water to and from Baltimore will be secured. Centreville is in the Baltimore collection district, the nearest lighthouse being Love Point, at the mouth of Chester River.

The work on this improvement was suspended in May, 1885, on account of the near exhaustion of the appropriation, and nothing has been done since for want of funds.

The estimated amount necessary for completion of the improvement in accordance with the adopted project is $20,000. That amount is asked for the fiscal year ending June 30, 1888, and, if appropriated, will be applied to extending the channel to the county wharf, dredging a turning-basin, and increasing the width of the channel its entire length from 80 to 100 feet, as originally recommended.

The commerce of this locality is very large, and the steamers and vessels navigating the stream require a channel of 100 feet in width.

Total amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	10,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, ten thousand dollars; to be expended above the Baltimore, Philadelphia and Wilmington Railroad Bridge.

Susquehanna River is in the collection district of Baltimore. Baltimore is the nearest port of entry, at which the amount of revenue collected for the last fiscal year is $——.

No commercial statistics were obtainable.

IMPROVEMENT OF THE CHANNEL OF THE SUSQUEHANNA RIVER ABOVE AND BELOW HAVRE DE GRACE, MARYLAND.

The river and harbor act of July 5, 1884, appropriating $20,000 for this improve-
[illegible] required "$5,000 shall be expended for the completion of the channel to Fish-

ing Battery light-house, and for repairing, strengthening, and extending the piers and breakwaters." This work was done in the fall of 1884, and a report of which is given in the Annual Report of the Chief of Engineers for 1885. The balance of the appropriation was applied to dredging.

The contract required a channel to be dredged through the two shoals below the railroad bridge at Havre de Grace 100 feet wide and 12 feet deep at mean low water, and the dredging off of the shoal at Watson's Island to a depth of 8 feet at mean low water, as far as the available funds would permit.

Commencing at the shoal just above the light-house at Fishing Battery, a channel was dredged 2,225 feet in length, 12 feet deep, and 100 feet wide. The other shoal below the bridge disappeared, although it existed in the fall of 1884, when an examination was made of the channel. The shoal near Watson's Island was dredged back from its eastern edge a distance of 200 feet, in length about 3,700 feet, and to a depth of 8 feet at mean low water.

A total width of 400 feet has been cut off the shoal near Watson's Island, and the improvement has been of great benefit in lessening the effect of the ice-gorges, so damaging to property.

Continuing the estimate of last year, under the alternative seemingly adopted by Congress, the amount that can be profitably expended during the fiscal year ending June 30, 1888, is $20,000, and, if appropriated, will be applied to maintaining the 15-foot navigation below Havre de Grace, and the balance applied to continuing the work of cutting off the shoal at Watson's Island, to diminish the tendency of the ice to gorge. The cutting off this shoal should continue until ice-gorges have been relieved.

Total amount appropriated for this work to date	$148,390 00
Amount (estimated) required for annual dredging	20,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving, by dredging and otherwise, the inland water-way from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Chincoteague Bay to Indian River Bay; continuing improvement, twenty-five thousand dollars.

From the Delaware Bay to Little Assawoman Bay is in the collection district of Delaware.

From Assawoman Bay to Franklin City is in the eastern collection district, Maryland.

From Franklin City to Chincoteague Inlet is in the Cherrystone collection district, Virginia.

Cape Henlopen, Fenwick's Island, and Assateague lights are the nearest light-houses. Fort Delaware is the nearest fort.

The annual commercial statistics are about as follows:

Exports.

Piling-logs, 10,000	$20,000
Railroad-ties, 100,000	50,000
Ship-timber	100,000
Lumber, 25,000,000 feet	250,000
Cord-wood, 100,000 cords	200,000
Oysters, 1,000,000 bushels	200,000
Grain, 500,000 bushels	250,000
Total	1,070,000

Imports.

General merchandise	$500,000
Lime, 1,000,000 bushels	100,000
Fertilizers, 1,000 tons	125,000
Total	725,000

It would appear that the total amount of navigable waters to be brought into safe communication with markets via the Delaware Bay by the proposed improvement will be, in round numbers, 150 miles to the various landings along the creeks and bays, giving an outlet to 400 square miles of territory.

The total distance to be improved to render this available is, altogether, 15 miles. This distance can probably be shortened somewhat, and much of it will require but little work and moderate expense.

The opening of inlets into the ocean can only be made with great cost and with no certainty of their permanency.

The amount of commerce to be benefited is estimated to be $1,795,000.

The opening of inland navigation would probably benefit the ocean inlets by increasing the flow of water through them, but their condition would have little or no influence on the through navigation.

This improvement will open a continuous inland navigation from the lower end of Chincoteague Bay in Virginia to Delaware Bay, near Lewes, in Delaware, running up the Eastern Shore of Virginia, the Eastern Shore of Maryland and Delaware, and separated from the Atlantic by narrow strips of sand beach.

The channel is proposed by the estimate to be enlarged and deepened to a width of 70 feet, with a depth of 6 feet at mean low water throughout:

	Miles.
Distance from Delaware Bay to Rehoboth Bay	11.40
Rehoboth and Indian River bays and White's Creek	8.75
White's Creek to Little Assawoman Bay	4.51
Little Assawoman Bay to head of Chincoteague Bay	22.25
Head of Chincoteague Bay to Chincoteague Inlet	26.00
Total distance to be benefited	72.91
Total distance to be improved	15.91

Estimated cost of work.

Delaware Bay to Rehoboth Bay:		
1,300,620 cubic yards dredging, at 15 cents		$195,093
Cost of bridging		27,000
Pier near Lewes, above cut in Delaware Bay:		
Pier to be 2,150 feet long		25,000
		247,093
White's Creek to Little Assawoman Bay:		
538,560 cubic yards dredging, at 15 cents	$80,784	
Cost of bridging	11,000	
		91,784
		338,877
Engineering and superintendence		11,123
Total		350,000

The above is taken from last year's report, no report having been made by the Chief of Engineers on this work for the fiscal year ending June 30, 1886.

Improving Appomatox River, Virginia: Continuing improvement, sixteen thousand dollars; and the Chief of Engineers is directed to cause to be examined and surveyed, and the cost estimated for diverting the water of the river above the harbor at Petersburg to the old north channel, and report upon the same.

This work is in the collection district of Petersburg. Petersburg is the port of entry, and has, according to the census of 1880, a population of 21,650 inhabitants.

Commercial statistics for year ending June 30, 1886.

Class.	Vessels.	Tonnage.
Schooners	229	24,962.56
Sloops	58	605.79
Steam-tugs	345	4,075.18
Steamers	321	39,192.13
Total	953	68,835.66

Commercial statistics for year ending June 30, 1886—Continued.

INWARD FREIGHT.

Articles.	Value.	Articles.	Value.
Coal	$77,420	Peanuts	$24,501
Corn	9,111	Potatoes	3,800
Oats	936	Oil	6,550
Wheat	430	Bricks	2,148
Hay, straw, &c	1,576	Cabbages	400
Ice	32,604	Sumac	1,875
Guano	219,312	Lumber, pine	1,830
Lime, builder's	1,620	Lumber, white pine	455
Lime, shell	1,000	Oysters	2,750
Salt, Liverpool and G. A	1,001	Miscellaneous	5,000
Cotton ties	14,426		
Cotton	65,505	Total	474,250

OUTWARD FREIGHT.

Barrels	$994	Lumber, pine	$49,492
Cotton	42,350	Wood, pine	38,178
Cotton seed	420	Wood, poplar	4,411
Gas tar	1,440	Miscellaneous	40,000
Guano	14,480		
Stable manure	279	Total	162,053

SUMMARY.

Inward commerce	$474,250
Outward commerce	192,053
Total	666,303

IMPROVEMENT OF APPOMATTOX RIVER, VIRGINIA.

The operations during the fiscal year ending June 30, 1886, were confined to Puddledock Cut.

The contract with A. F. Hall, esq., referred to in the last Annual Report, was duly extended to and completed on January 15, 1886. Mr. Hall removed 70,124 cubic yards of material, measured in place, making a total of 121,424 cubic yards removed under his contract.

Seven pile and brush revetments, aggregating 940 linear feet, were built by hired labor, the purchase of material in open market, and the use of the United States plant, to sustain the dredge bank at weak points on the westerly side of the cut.

The foregoing has resulted in materially widening and deepening the channel along the entire length (about 2 miles) of the westerly side of Puddledock Cut, and also along 1,250 linear feet of the easterly side, thereby subserving navigation and commerce. The navigable channel through this cut is not less than 60 feet wide at bottom and at least 12 feet deep at high water.

The condition of the work on June 30, 1886, was good. There was a navigable channel at least 12 feet deep at mean high water, except at a few points where short shoals have formed with 11 feet thereon. It is believed that this is due either to the untimely departure or arrival of vessels, or to the overloading or careless handling of them, which causes them to ground and form shoals. This practice should of course be discontinued.

The outlet into Old Channel will be closed as soon as Puddledock Cut is completed; this will tend to remove the shoal that forms in that vicinity, at Jetty 22.

The small balance available will be applied to the care of property and contingencies. The sum of $46,000 can be profitably expended in the fiscal year ending June 30, 1888, with which it is proposed to complete the improvement as projected, to the great benefit of navigation and commerce. It is estimated that $5,000 will be required yearly thereafter to maintain the work, parts of which are of a temporary character and will need repairs.

Total amount appropriated for this work to date	$400,891 00
Amount (estimated) required for completion of existing project	27,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	27,250 00

Improving Chickahominy River, Virginia: Continuing improvement, two thousand dollars.

The work is in the collection district of Richmond, which is the nearest port of entry. The nearest light-house is Deep Water Shoal light-house, in the fifth light-house district.

STATISTICS OF TRADE.

Mr. C. Perkins reports the number of steamers engaged in trade, 2; with greatest draught, 5 feet; sail-vessels, 50; with greatest draught, 12½ feet Total value of shipments and receipts, $460,000.

Mr. Perkins adds: "The principal trade is in wood, ties, and lumber. The vessels arriving here have difficulty in crossing the bar just below Binn's Wharf, and the bar just above Osborne's. I would advise the deepening of these points to 12 feet water."

NOTE.—The depths given above probably refer to high water.

IMPROVEMENT OF CHICKAHOMINY RIVER, VIRGINIA.

HISTORY OF OPERATIONS.

Description of original condition.—The Chickahominy River rises in Henrico County, Virginia, 12 miles northwest of Richmond; flows southeast, and empties into the James River 40 miles from the mouth, and near Newport News. Its length from Forge Bridges to the James is about 44 miles. Between Forge Bridges and Windsor Shades the navigation is confined to lighters, and the chief obstruction at the time of survey consisted of snags and logs. At Windsor Shades, 19 miles below Forge Bridges, the depth was 4.5 feet. At Old-Fort Bar it was about 5 feet, and at Binn's Bar, 22 miles from Forge Bridges, the depth at low water was 4 feet. Thence no obstruction is encountered until the bar at the mouth is reached.

Plan of improvement.—It was proposed to improve the river for 19 miles between Forge Bridges and Windsor Shades by removing the logs, trees, and snags, and subsequently, if required by increase of trade, to dredge a channel through the bars. No estimate was submitted for this part of the improvement. It was also proposed to cut a channel through the bars at Windsor Shades, Old Fort, and Binn's, with a width of 100 feet and a depth of 8 feet at low water. The improvement was to be made at the mouth of the river by cutting a channel through the bar with a width of 200 feet and a depth of 15 feet.

Amount expended and results obtained.—Ten thousand dollars have been expended at Windsor Shades, Old Fort, and Binn's bars, and $5,000 at the mouth; making a total of $15,000.

At Windsor Shades the cut was made with a width of 100 feet and a depth of from 8 to 9 feet at low water. At Old Fort Bar a cut was dredged to a width of 100 feet and a depth of from 8 to 9½ feet; but by filling at the side the width has since been reduced to 75 feet. At Binn's Bar the original width of cut was 200 feet, but subsequently was reduced by the caving of the sides of the cut to 160 feet. The depth is from 7½ to 8½ feet at low water. A cut was made through the bar at the mouth, with a width of 90 feet, a depth of 14 feet, and a length of 1,800 feet. No work has been done since 1883.

Future operations.—The cut at the mouth should be made 200 feet wide, as originally projected, and the channel through the bar above should have the dimensions proposed.

Total amount appropriated for this work to date	$19,000 00
Amount appropriated by act approved August 5, 1886	4,000 00
Amount (estimated) required for completion of existing project	10,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving James River, Virginia: Continuing improvement below Richmond, one hundred thousand dollars.

This work is in the collection district of Richmond. The city of Richmond, situated on this river, has a population of 63,600 inhabitants, according to the census of 1880.

Commercial statistics for fiscal year ending June 30, 1886.

Value of domestic exports	$2,471,213 00
Custom-house receipts from all sources	10,635 79
Number of vessels entered from foreign ports	26
Number of vessels cleared to foreign ports	70
Number of vessels entered from domestic ports	547
Number of vessels cleared to domestic ports	455

Number of vessels, with amount of tonnage, arriving at the port of Richmond, Va., during the fiscal year ending June 30, 1886.

	Number.	Tonnage.
Barks	23	.....
Brigs	29	.....
Schooners	530	200,000
Steamers	290	550,000
Total	872	750,000

NOTE.—The above table does not include river or bay vessels, tugs, or river steamers.

IMPROVEMENT OF THE JAMES RIVER, VIRGINIA.

The original project was to secure a depth of 18 feet at full tide, corresponding to 14.5 feet at low tide, to Richmond, with a channel width of 180 feet from Harrison's Bar to Richmond docks, the excavation in rock to be 18½ feet at full tide. This project was well advanced when Congress, by act approved July 5, 1884, adopted the project of 22 feet at mean low tide from Richmond to the sea. Operations during the past year have been conducted under this project.

In carrying it out a large amount of excavation will be in solid rock, and the cost will necessarily be great. The width to be given to the channel is 400 feet from the sea to City Point, 300 feet from City Point to Drewry's Bluff, and 200 feet from thence to Richmond.

The methods employed for improving the river consist in dredging, rock excavation, and contraction of water-way by means of dikes or jetties.

Owing to the failure of the river and harbor bill of 1885 the operations of the last fiscal year were restricted to an endeavor to maintain the channel existing at the beginning of it. The expenditures were devoted entirely to dredging. The city authorities of Richmond, Va., have also expended the sum of $12,524.47 during this same period; so that $29,221.42 represents the amount expended during the year in maintaining the conditions existing at the beginning of the year. It can hardly be said that this has been fully done, as the depth now is perhaps a fraction of a foot less than it was a year ago, and there still remains a considerable quantity of sand to be removed from the harbor.

The disposal of spoils in dredging the upper part of the James River is fast becoming a serious problem. The areas between the spur-dikes, built to contract the stream have heretofore been the dumping-ground for all dredgings, and they have been of great value. These spaces, however, are now becoming filled up, so that dumping scows of the lightest draught can only get in at high-tide, and in many places cannot get in at all. It is necessary to find new dumping-grounds, or the material must be transported in some other way. The latter is doubtless the better plan, particularly as the time approaches for connecting the ends of the jetties by longitudinal training-dikes. When this is done the spaces referred to will be closed in.

The present condition of the improvement may be stated as follows: There is 19½ feet of water at full tide (17½ feet at low tide) from the sea to Kingsland's Reach; 18 feet at full tide (14.5 feet at low tide) from thence to Randolph Flats, and about 17 feet (13.5 at low tide) from thence to Richmond.

There has been expended on the new project, the estimate for which is $4,500,000, the sum of $94,673.33.

To make reasonable progress in an undertaking of this magnitude large annual appropriations will be necessary. A sum estimated from $15,000 to $30,000 will be needed annually to remove the deposits of freshets. Four hundred thousand dollars, therefore, would seem to be a moderate sum to apply in execution of this project. This amount could be profitably expended in the fiscal year 1888.

Total amount appropriated for this work to date	$927,500 00
Amount (estimated) required for completion of existing project	4,273,570 45
Amount that can be profitably expended in fiscal year ending June 30, *1888*	

Improving Mattaponi River, Virginia: Continuing improvement, two thousand dollars.

The work is in the collection district of Richmond, the nearest port of entry. The nearest light-house is Bell Rock.

Total value of the natural products for 1884	$419,700
Total value of the manufactures for 1884	231,000
Total	650,700

The total amount of business in mills, factories, &c., for 1884 was 338,000. There were 542 vessels engaged in trade, with a total tonnage of 105,884 tons.

The commercial statistics for the year 1884 (the latest at hand) are as follows:

IMPROVEMENT OF MATTAPONI RIVER, VIRGINIA.

Description of original condition.—The Mattaponi River rises near Bowling Green, Va., flows southeast, and empties into York River at West Point, Va. It is navigable for 56 miles, and can be made navigable for barges for 25 miles above Aylett's, the head of navigation. From Murdy's Bridge to Aylett's snags obstructed the channel. From Aylett's to the head of Line Tree Bar, a distance of about 12½ miles, the depth on the bar varies from 2½ to 3½ feet at low water. From the head of Line Tree Bar to the mouth the least depth is 6 feet at low water. The wrecks and snags between Aylett's and Latané's have not been removed. The tide is from 3 to 3½ feet above low water.

Plan of improvement.—It was proposed to remove the snags and wrecks and to dredge a channel from the head of navigation to Line Tree Bar, which should have a bottom width of 40 feet and a depth of 5½ feet at low water. To preserve the depth in the channel it will be necessary to construct dikes.

Amended project.—A re-examination of Robinson and Latané's bars was made in 1884. The amendments, which were not included in the first estimate, consist in the recommendation of a dike at each bar, to give permanency to the proposed channel.

Total amount appropriated for this work to date	$13,300 00
Amount (estimated) required for completion of existing project	58,800 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	58,800 00

Improving New River, Virginia: Continuing improvement between the lead-mines, in Wythe County, and the mouth of Wilson's Creek, in Grayson County, five thousand dollars.

This river has its source in Grayson County, Virginia, and flows in a northerly direction through the State and unites with the Elk River at Charleston, W. Va., to form the Great Kanawha River.

This river is in the collection district of Beaufort, N. C.

COMMERCE.

The commerce during the past year has probably been as large as usual, and has been carried on by sailing vessels.

The work thus far seems to have been an entire success, and will greatly aid navigation on the river.

July 1, 1885, there was a balance remaining unexpended of $3,000 from the appropriation of August 2, 1882. This pertained by special designation of the law to the portion of the river above Foster's Falls, which are not passable. Upon application from parties interested in the navigation of the upper part of the river, in view of expected construction of a branch railroad up Cripple Creek, which would obviate the difficulty of impassability of Foster's Falls, and enable the freights from the river to reach the Norfolk and Western Railroad, it was decided to ameliorate the condition of the river at Wilkinson's ledges and shoals as far as the available balance would allow.

Work was commenced September 1, 1885, and continued as long as the weather would permit work in the water. The law having left to the discretion of the Secretary of War to do this work by contract or otherwise, as it might seem most economical and advantageous to the United States, it was decided, in consideration of special circumstances, to dispense with formal contracts, to hire boats and other appurtenances, as well as the necessary labor.

In 1881 a channel 20 feet wide and 2 feet deep at ordinary low water of summer was made from the lead mines in Wythe County to within 1,200 feet of Williamson's old forge in Carroll County, a distance by river of over 5 miles. In the autumn of 1885 the channel was continued of the same width and depth for a distance of 1.1 miles to a point 600 feet from the pool of Fowler's Ferry.

The actual cutting amounts to 926 linear feet; the material was made into wing-dams and sustaining walls, of which the combined length was 1,863 feet, with an average width and height of 5 feet and 3 feet, though some were 20 feet wide and 6 feet high. The total material removed amounted to 1,371 cubic yards, at a cost of $1.60 a yard.

Total amount appropriated for this work to date	$102,000 00
Amount (estimated) required for completion of existing project	159,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving Pamunky River, Virginia: Continuing improvement, two thousand dollars.

The work is in the collection district of Richmond, which is the nearest port of entry. The nearest light-house is Bell Rock.

The commercial statistics for the year 1884 (the latest at hand) are as follows:

IMPROVEMENT OF PAMUNKY RIVER, VIRGINIA.

Description of original condition.—Pamunky River rises in Osage County, flows southeast, and empties into the estuary of York River at West Point, Va. Its length from Hanovertown, the head of navigation, to the mouth is about 80 miles.

Between Hanovertown and New Castle Ferry, a distance of 9 miles, the least depth on the three bars varies from 1½ to 2½ feet at low water.

This part of the river can be made navigable for lighters or light-draught steamers.

Between New Castle Ferry and Piping Tree, a distance of about 19 miles, two bars only require improvement at the present time. The first of these is called Skidmore Bar, and is 13 miles below Hanovertown. The least depth is 5.8 feet at low water, and in a narrow channel. The second is 19¾ miles below Hanovertown, and is called Fox's Bar or Spring Bar. The least depth at low water is 5 feet.

Plan of improvement.—The plan of improvement consisted in removing the logs, trees, snags, and wrecks which obstructed navigation between Hanovertown and Garlic's Mill, which is below Piping Tree, and in dredging through the bars from Hanovertown to Piping Tree.

From Hanovertown to Wormley's Landing the cut will be 3 feet deep; from Wormley's Landing to New Castle Ferry it will be 5 feet deep; below the Ferry the cuts will be from 6 to 7 feet deep at low water.

Future operations.—The appropriation of August 2, 1882, was too small for economical work, and was retained until further appropriation should be made.

Total amount appropriated for this work to date	$12,500 00
Amount (estimated) required for completion of existing project	15,800 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	15,800 00

Improving Rappahannock River, Virginia: Continuing improvement, seven thousand five hundred dollars.

Fredericksburg, situated on this river, has a population of over 5,000 inhabitants according to the census of 1880.

The commercial statistics for 1883 (the latest at hand) are as follows:

Commerce and manufactures.

Total trade by water	$3,408,500
Total trade by rail	1,291,650
Grand total	4,700,150

Mills, factories, business houses, &c.

Number	59
Capital	$480,000
Amount of business	[illegible]

The shipments and receipts at the various landings below Fredericksburg are very large, but no returns have been received.

IMPROVEMENT OF RAPPAHANNOCK RIVER, VIRGINIA.

Description of original condition.—The Rappahannock from Fredericksburg, the head of navigation, to the Chesapeake Bay is about 106½ miles in length, measured on the charts. It enters Chesapeake Bay 119 miles below Baltimore. Its general course is southeast. Its width at Fredericksburg is about 300 feet, and it continues narrow, with two exceptions, namely, at Tobago Bay and Green Bay, as far as Occupacia Creek, 56½ miles below Fredericksburg, where its fluvial character disappears. At this point its width is about half a mile. From this point it gradually widens in its course and becomes, at its mouth, 3½ miles wide. The tides range from 2½ feet at the mouth to about 4 feet at Fredericksburg.

Plan of improvement.—According to the original project, the proposed cuts were to have a navigable depth of from 9 to 10 feet at low water with a width of 100 feet at bottom through all the bars.

Training dikes were recommended for the preservation of the depth, but the method of construction, position of the dikes, and estimate of cost were left for future determination.

In 1879 a general estimate was submitted which included these omissions and also the cost of increasing the depth and width of the channel. It was not practicable to fix precisely the location of the dikes or the dimensions of the cuts, as the work advanced slowly, and changes must occur before the point of improvement could be reached The convenience of a general estimate is, however, obvious. The calculations were based on a channel which should have a width of from 100 to 150 feet and a depth of 10 feet at low water as far as Port Royal, 29½ miles below Fredricksburg, and thence to the mouth the channel should not be less than 200 feet in width with a depth of not less than 15 feet at low water. The estimate included such dikes as, at the time, seemed necessary. It was expressly stated that before beginning the improvement at any locality a careful survey and final plan should be prepared. The total cost of the work was estimated to be $291,000.

The results of this expenditure up to June 30, 1885, were as follows:

Between Fredericksburg and Farley Vale the channel had a depth of not less than 8.1 feet at low water, and a width of about 100 feet for 12½ miles, the distance improved.

The navigable depth at high water varied from 12 to 15 feet for a distance of 12.6 miles as far as the improvement had advanced.

WORK DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

Fredericksburg Bar.—The deposit in the turning-basin at the steamboat wharf was removed to a depth which at the close of the work was about 10½ feet at low water, and the extreme width 240 feet. From the basin a channel was dredged for a distance of 3,920 feet, with a width of 80 feet and a depth at low water of 10½ feet. From this point (765 feet below Hazel Run) a channel of the same depth and 40 feet wide was continued for a distance of 920 feet, and stopped at the mouth of Deep Run.

Spottswood Bar (upper end).—The cut began in the channel about 400 feet above Dike No. 4, and was continued to a point 450 feet below Dike No. 18, a distance of 2,965 feet. For 600 feet the channel was made 80 feet wide, and for 2,365 feet it was made 60 feet wide.

The depth at low water was 10½ feet.

Total amount appropriated for this work to date	$187,500 00
Amount (estimated) required for completion of existing project	194,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	90,000 00

Improving Staunton River, Virginia: Continuing improvement, five thousand dollars; one-half to be expended on said stream between the mouth of Pig River and the crossing of the Midland Railroad.

Staunton River, Virginia, between Randolph Station and Brook Neal.—In regard to commercial statistics between these points no accurate estimate is obtainable, as the main bulk of the products is transported at great cost in wagons to several markets, and any estimate of its production must be to some extent conjectural.

IMPROVEMENT OF STAUNTON RIVER, VIRGINIA, BETWEEN RANDOLPH STATION AND BROOK NEAL.

Original condition.—The principal source of the Staunton is not far from the Peaks of Otter, in Bedford County, Virginia. Its length is about 200 miles. It unites at Clarksville with the Dan River, and the stream thus formed is called the Roanoke.

The part of the river under consideration, between Randolph Station, on the Richmond and Danville Railroad, and Brook Neal, is about 31½ miles in length. (For further description see Report for 1885, pages 989 and 990.)

Plan of improvement.—According to the original plan it was proposed to employ spur-dikes and rock excavation to make a channel not less than 35 feet wide and 2 feet deep at low water. The estimate amounted to $68,700.

Work during the fiscal year ending June 30, 1886.—Active operations began July 7 and closed August 31, 1885, when the overseer was transferred to the Dan River improvement. A channel 35 feet wide at bottom and 2 feet deep at low water was cut through the following shoals: Britton's, Wesley's, Dennis's, Rice's, Michael's, and Bruce's The excavation through Kirkpatrick Shoal (23½ miles above Randolph) was completed as far as Slide Rock, where work should be resumed next season. A small amount of work was left undone at the foot of Bruce's Shoal.

Seven hundred and fifty-seven cubic yards of rock were removed from the channel.

From the beginning of operations in 1880 a channel has been cut through the bar between Randolph and Kirkpatrick Shoal (23½ miles), with a bottom width of 35 feet and a depth of 2 feet at low water.

The mean level of the water surface during six or seven months is from 2 to 3 feet above low water, which gives a depth during this period of from 4 to 5 feet.

For the distance of 3 miles above Randolph the improvement is made by wing-dams, and for 20½ miles the improvement has been made by rock excavation.

From the present condition of the channel it is believed that dams will not be needed at many of the localities, which, at the time of survey, seemed to require their assistance in order to preserve the depth. A resurvey will be necessary before the question can be finally decided.

During the year ending June 30, 1886, a steamer has been constructed to ply between Randolph and Brook Neal, and has made several successful trips. The plant is in fair condition, and is moored at Cole's Ferry, under a competent watchman.

Amount (estimated) required for completion of existing project	$36,200 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

BETWEEN BROOK NEAL AND PIG RIVER.

The distance between Brook Neal and Pig River is 52 miles, and the average fall per mile 4.3 feet.

Commercial statistics between these points:

From 3,000,000 to 5,000,000 feet of sawed lumber, and an equal, if not greater, number of logs, have been shipped during the year; also a large quantity of barytes. By the improvement of the river, a great number of railroad-ties could be brought down.

Eight bateaux, drawing about 20 inches of water and carrying 12 tons each, make three loads per week.

Description of original condition.—The distance from Pig River to Brook Neal is about 52 miles; the descent is 221 feet, and the average fall per mile 4.3 feet. Between these points the width varies from 150 to 350 feet. The valley through which it flows is from ½ to 1 mile wide.

The least depth on the shoals is about four-tenths of a foot at low water, but the river is navigated by bateaux in ordinary stages. The bottom of the river is, for the most part, of solid rock, and the gravel-bars, which are occasionally found, no doubt rest on rocky beds.

Freshets rise to the height of from 20 to 30 feet.

Plan of improvement.—The object proposed by the improvement was to remove the obstacles to bateau navigation by employing spur-dikes, chiefly to reduce the slope of the water above, and by excavating rock from the channel with the object of gaining depth as well as of reducing the slope.

The estimate for improving the river between Pig River and the railroad bridge, about 23½ miles, is $34,000.

Amount expended and results obtained.—Two thousand dollars, appropriated August 2, 1882, were expended in making a cut through the rocks at Clement's Falls, just above the railroad bridge, and at Brown and Tuck's shoals, which are between 7 and 8 miles below Pig River.

The channel at Clement's Falls is now 20 feet wide and 1½ feet deep at low water. At Brown and Tuck's shoals the channel is now about 14 feet wide and 1½ feet deep at low water.

These operations extended over a distance of about 15 miles.

The total number of yards of rock removed is 535, at a cost of $2.80 per cubic yard.

Total amount appropriated for this work to date	$32,500 00
Amount (estimated) required for completion of existing project	27,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	27,000 00

Improving York River, Virginia: Continuing improvement, twelve thousand five hundred dollars.

The work is in the collection district of Richmond, Va., which is the nearest port of entry. The nearest light-house is Bell Rock, in the fifth light-house district.

This is a large tidal tributary of the Chesapeake Bay, into which it empties about 16 miles in a line north of Fortress Monroe. It is formed by the Mattaponi and Pamunky rivers, and has a deep, navigable ship-channel for a distance of 41 miles.

The commercial statistics for the year 1884 (the latest at hand) are as follows:

	Trade by water.	Trade by rail.
Natural products	$17,015,328	$17,715,718
Manufactures	10,269,700	1,457,500

	Capital.	Amount business in 1884.
Mills, factories, business houses, &c	$270,500	$3,057,500

Vessels engaged in trade during 1884.

	Number.	Total tons.	Greatest draught.
			Feet.
Steam	494	454,400	21½
Sail	214	85,600	22
Total	708	540,000	.....

IMPROVEMENT OF YORK RIVER, VIRGINIA.

Description of original condition.—The Pamunky and Mattaponi unite at West Point in forming the York River. The latter then follows a southeasterly direction for a distance of 41 miles, when it empties into Chesapeake Bay, about 16 miles in a line north of Fortress Monroe. Its course from West Point is noticeably straight for 31 miles. Its average width, as far as Yorktown, a distance of 26 miles, is 1½ miles. Before improvement, navigation was obstructed by two bars, one at West Point, about 2.1 miles in length, the other at Potopotank Creek, about 2,200 feet in length. The depth at West Point, at low water, was 15½ feet; the depth at Potopotank Creek was 18½ feet at low water. With the exception of these two bars the depth of the channel was not less than 20 feet at low water.

Plan of improvement.—The estimates have been submitted; the one adopted is for dredging a channel 400 feet wide and 22 feet deep at low water.

The estimate amounted to $256,000.

Work done during the fiscal year ending June 30, 1886.—This work was done by dredging under contract. The contract with Thomas P. Morgan, approved December 6, 1884, was completed on November 23, 1885. From June 30, 1885, to the completion of the contract 87,421 cubic yards were removed at 8½ cents per cubic yard. The total dredging under this contract was 163,338 cubic yards.

The dumping-ground extended from below Goff's Point to 1,200 feet below Golder's Creek. The depth of the water upon the ground before the material was deposited [illegible]ed from 3 to 7.5 feet at low water. An examination was made in June, 1886, of

the movements of the currents of ebb and flood, in order to determine the relation which they bear to the deposits observed near the confluence of the Mattaponi and Pamunky rivers and at the lower end of the new channel. The upper of these deposits is near Buoy No. 17, about 5,400 feet below the steamboat landing at West Point, and the lower deposit is at the turn of the channel near Buoy No. 13, about 10,100 feet below the same landing.

Further examination should be made of the effect of the Mattaponi and Pamunky rivers when loaded with sediment.

These examinations can be conducted during the progress of the work, and, when completed, will supply the data for determining the best method to be adopted to remove or diminish the deposit in the channel.

A solution of the question can be reached at an early day if the channel is promptly completed with the width and depth mentioned in the project.

Total amount appropriated for this work to date	$98,750 00
Amount (estimated) required for completion of existing project	157,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	90,000 00

Improving Dan River, Virginia and North Carolina: Continuing improvement from Danville, Virginia, to Madison, North Carolina, one thousand five hundred dollars.

This river rises in Rockingham County, North Carolina, and flows in a northeasterly and easterly direction, crossing the West Virginia and North Carolina State line, uniting with the Staunton River in Mecklenburg County, West Virginia, to form the Roanoke River.

STATISTICS OF TRADE.

The Dan River improvement has not yet extended far enough above Danville to develop the trade. Nearly all the receipts during the past year have been wood. When the improvement shall have extended 10 or 15 miles further, there will be opened a large section of country which has no convenient railroad depot, and will send to Danville immense supplies of wood and sawed lumber, receiving in return probably several hundred tons of guano. A large supply of guano was held in this place in the spring for this section, but obstructions in the river prevented the bateaux from going up. A small steam tug is now on the stocks, and will be launched as soon as the channel is opened a few miles further.

IMPROVEMENT OF DAN RIVER, VIRGINIA AND NORTH CAROLINA.

HISTORY OF OPERATIONS.

History of original condition.—The Dan River rises near Buffalo Knob, in Patrick County, Virginia. From Danbury to Danville the distance is a little more than 78 miles; dividing this distance into two sections at Madison, the distance from Danbury to Madison is 28.39 miles, and the descent 10.24 feet per mile, a rate of descent not to be overcome for purposes of navigation, except by means of locks and dams. From Madison to Danville the distance is 49.81 miles, and the average descent 2.82 feet per mile, a rate of descent which makes improvement possible by means of spur-dikes and rock excavation. Improvement by this means is practicable, since the descent is not concentrated at a few localities.

Plan of improvement.—The channel now being excavated for bateaux is 16 feet in width, and 2 feet in depth at low water.

Amount expended and results obtained up to June 30, 1885.—Twenty-eight thousand one hundred and eleven dollars and ninety-nine cents were expended on the improvement of 5¼ miles (nearly) of channel above Danville.

Work done during the fiscal year ending June 30, 1886.—One hundred and twenty-five cubic yards of rock were removed from the channel.

Dam No. 1, at Long Wall, was extended 160 feet, and Dam No. 6, at the lower end of Bull Sluice, was extended 103 feet.

The plant has been moored, and the property belonging to the French Broad River, North Carolina, has been stored at Wilson's Ferry under the charge of a watchman.

From the beginning of the improvement up to June 30, 1886, a channel has been cut through all the bars between Danville and Wilson's Ferry (5¼ miles) with a width of 16 feet and a depth of 1½ feet at low water. To complete this part of the improvement according to the original design, Dam No. 1 at the head of Long Wall should be extended 120 feet. Sufficient rock has been quarried for this object.

Future operations.—When active operations are resumed work should commence at Glass and Butter Spring shoals, between 8 and 9 miles above Danville.

These shoals constitute the next serious obstruction encountered in ascending the river.

Total appropriation for this work to date	$50,500 00
Amount (estimated) required for completion of existing project	5,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	1,500 00

Improving Nansemond River, Virginia: Continuing improvement by the construction of a dike, ten thousand dollars.

This work is situated in the collection district of Norfolk, the receipts of which during the year ending June 30, 1886, were $157,000. No reliable commercial statistics have been obtained. The project of this improvement was the widening of the channel at Suffolk and dredging a channel through a bar below Shingle Creek, and also repairing the old dike at Western Branch Bar. This project was completed in 1881, at an expense of $37,000, and the appropriation asked for the year ending June 30, 1888, will be expended in the repair of the old works where necessary, and in the general improvement of the river.

Total amount appropriated for this work to date	$37,000 00
Amount that can be profitably expended during the year ending June 30, 1888	3,000 00

Improving Big Sandy River, West Virginia and Kentucky: Continuing improvement, sixteen thousand dollars; of which sum two thousand five hundred dollars are to be expended on Tug Fork, in West Virginia, and two thousand five hundred dollars on Lavisa Fork, in Kentucky.

This river empties into the Ohio River at Catlettsburg, Ky., and is the dividing line between West Virginia and Kentucky.

Commercial statistics, Big Sandy River, West Virginia and Kentucky, for fiscal year 1885—'86.

PRODUCE.

Articles.	Quantity.	Average price.	Value.
Apples, dried ... pounds	32,700	5 cents per pound	$1,635 00
Apples, green ... barrels	456	$1.50 per barrel	654 00
Beeswax ... pounds	3,960	30 cents per pound	1,188 00
Butter ... do	13,320	25 cents per pound	3,330 00
Beans ... do	58,860	2 3/10 cents per pound	1,353 78
Corn ... bags	965	$2 per bag	1,930 00
Eggs ... cases	4,091	$3.30 per case	13,500 30
Feathers ... pounds	47,462	42 cents per pound	40,934 04
Furs ... bags	250	$8.33 per bag	2,082 50
Ginseng ... pounds	20,970	$1.60 per pound	33,552 00
Honey ... do	11,275	12½ cents per pound	1,409 38
Hides ... bales	524	$2 per bale	1,152 80
Leather ... pounds	44,392	28 cents per pound	12,429 76
Oats ... bushels	905	40 cents per bushel	362 00
Peaches, dried ... pounds	85,200	6 cents per pound	5,112 00
Potatoes ... bags	300	$2 per bag	600 00
Rye ... do	324	do	648 00
Roots ... (50 pounds) do	1,616	$14 per bag	22,624 00
Sorghum ... barrels	5,168	$8 per barrel	41,344 00
Sheep pelts ... bales	54	$27.50 per bale	1,485 00
Tobacco ... hogsheads	18	$120 per hogshead	2,160 00
Tallow ... barrels	54	$26 per barrel	1,404 00
Wheat ... (135 pounds) bags	7,969	$2 per bag	17,930 25
Wool ... (40 pounds) do	14,736	$12 per bag	176,832 00
			385,652 81

Commercial statistics, Big Sandy River, &c.—Continued.

LIVE STOCK.

	Number.	Average price.	Value.
Cattle	4,284	$28 a head	$119,952 00
Chickens	56,000	20 cents each	11,200 00
Ducks	561	do	112 20
Geese	643	40 cents each	257 20
Horses	256	$80 each	20,480 00
Hogs	3,927	$9.50 per head	37,306 50
Mules	78	$100 per head	7,800 00
Sheep	1,700	$2.50 each	4,250 00
Turkeys	1,862	80 cents each	1,489 60
			202,847 50

TIMBER.

	Quantity.	Average price.	Value.
Poplar logs ... cubic feet	7,040,000	11 cents per cubic foot	$744,400 00
Oak logs ... do	572,400	10 cents per cubic foot	57,240 00
Ash logs ... do	96,960	do	9,696 00
Walnut logs ... number	15,532	$17.50 each	271,810 00
Mixed ... cubic feet	151,360	8 cents per cubic foot	12,108 00
			1,125,254 00

LUMBER.

	Feet, B. M.		
Poplar	1,487,500	$20 per M	$29,750 00
Ash	2,400	do	480 00
Walnut	4,250	$40 per M	1,700 00
			31,930 00

Articles.	Quantity.	Average price	Value.
Hoop-poles ... number	91,000	$10 per M	$910 00
Staves ... do	6,940,000	$18 per M	124,920 00
Tan-bark ... cords	665	$14 per cord	9,310 00
Walnut knots			21,045 00
			156,185 00

SUMMARY.

Produce	$385,652 81
Live stock	202,847 50
Timber	1,125,254 00
Lumber	31,930 00
Miscellaneous	156,185 00
Exports	1,901,870 11
Carried by push-boats	38,480 36
Imports	953,660 36
Passengers per boat	34,537 50
Total	2,928,548 33

Commercial statistics of upper river commerce connecting with railroad at Richardson, Ky. for fiscal year 1885–'86.

Articles.		Quantities.	Average price.	Value.
Apples, dried	pounds	27,944	5 cents per pound	$1,397 20
Apples, green	barrels	17	$1.50 per barrel	25 50
Beeswax	pounds	2,154	30 cents per pound	646 20
Butter	do	22	25 cents per pound	5 50
Beans	do	172,807	2¼ cents per pound	3,888 16
Corn	bags	87	$1.12½ per bag	97 88
Coal, cannel	tons	506	$2.36 per ton	1,194 16
Chickens, ducks, &c	dozen	181	$2.45 per dozen	443 45
Chestnuts	barrels	21	$2.25	47 27
Cattle	head	33	$28	924 00
Eggs	cases	573	$3.30	1,890 90
Feathers	pounds	20,654	42 cents	8,674 68
Furs	bags	55	$8.33	458 15
Flaxseed	pounds	2,050	80 cents per bushel (56 lbs.)	29 29
Ginseng	do	6,781	$1.60 per pound	10,849 60
Hides, dried	do	10,350	10 cents per pound	1,035 00
Hides, green	do	3,093	7½ cents per pound	231 98
Honey	do	1,291	12½ cents per pound	161 38
Hogs	head	68	$9.50 a head	646 00
Leather	pounds	1,819	28 cents per pound	509 32
Oats	bushels	35	40 cents per bushel	14 00
Peaches, dried	pounds	28,076	6 cents per pound	1,684 56
Potatoes	bags	28	$2 per bag	56 00
Roots, assorted	do	756	$14 per bag	10,584 00
Sheep pelts	bales	17	$2.77 per bale	47 09
Sheep	head	26	$2.50 a head	65 00
Sorghum	barrels	2,344	$8 per barrel	18,752 00
Tallow	do	2	$26 per barrel	52 00
Wool	pounds	14,954	30 cents per pound	4,486 20
Wheat	bags	216	$2.25 per bag	486 00
Walnut knots	pounds	931	40 cents per pound	372 40
Total				69,744 80
Imports, miscellaneous merchandise, 1,347 tons, at $100 per ton				134,700 00
Grand total				204,444 80

IMPROVEMENT OF BIG SANDY RIVER, WEST VIRGINIA AND KENTUCKY.

The project for improving the natural channel of the river and its forks, by the removal of snags, bowlders, and overhanging trees, and the concentration of the water at low stages in the narrow channels, was adopted in 1878, the object being to form a channel with a minimum width of 50 feet, containing at least 1 foot of water during six months of the year. In 1880 this project was modified and the construction of a lock and dam at Louisa added.

During the fiscal year just ended the contract for the delivery of stone for the lock and abutment at Louisa, Ky., has been completed and the entire masonry work of the lock finished. The small balance remaining on hand at the close of this work did not permit anything being done upon the abutment, beyond obtaining the data for its location and making drawings for its construction.

Data have also been obtained for locating the dam, and determining the character of the structure that should be built. The banks of the Big Sandy and its tributaries are generally unstable, being composed largely of clay and sand. Each high water, by saturating them, causes much slipping and caving, and, aided by the action of the currents, brings a very large amount of sand and silt into the river. Much of this is deposited, forming shoals and bars, which are afterwards swept away as the water assumes its normal height.

This river has been at a good boating stage, 3 feet 6 inches, during two hundred and fifty-one days of the past year.

There being no funds available, nothing has been done towards continuing the improvement of the Tug and Levisa forks during the last year. They continued in the improved condition in which they were left at the close of the operations reported in my last annual report, until April last, when an unusually heavy rainfall throughout the section drained by them caused a rapid rise and discharge, scouring their banks and uprooting trees, which, lodging in the channels, obstructed navigation. The heavy ice which formed in the forks during the past winter has partially destroyed the wing-dams erected to concentrate the water at its low stage.

By the act of August 5, 1886, $30,000 was appropriated for this river, of which $3,750 is to be expended upon each of the forks, leaving $23,000 to be applied to the construction of the lock and dam. With the amount available the lock will be com-

pleted and the abutment constructed. The excavation of the approaches to the lock will also be continued. Upon the forks the obstructions which have recently drifted into the channels will be removed and the improvement continued.

It is proposed to complete the present project with the amount asked for.

Total amount appropriated for this work to date	$238,000 00
Amount (estimated) required for completion of existing project	62,645 31
Amount that can be profitably expended in fiscal year ending June 30, 1888	62,645 31

Improvement of Great Kanawha River, West Virginia: Continuing improvement, one hundred and seventy-five thousand dollars.

This river is formed by the junction of the Elk and New Rivers, which unite at Charleston, W. Va.

The development of commerce on this river has been remarkable since its successful improvement by the United States, with great consequent benefit to the whole section with which it is connected.

Statement of coal shipped from mines on the Great Kanawha River, below Kanawha Falls, during the year ending June 1, 1885.

By rail	bushels	12,972,217
By river	bushels	17,812,323
Grand total	bushels	30,784,540

The object of the improvement has been to give a depth of not less than 6 feet all the year round throughout the whole river, 96 miles. The means are locks and dams. The locks are about 350 by 50 feet in the clear. The following table shows the present condition:

No.	Distance from Charleston.	Style of dam.	Remarks.
2	26½ miles above	Fixed	Lock nearly completed; dam not commenced for want of funds.
3	21 miles above	do	In operation.
4	15 miles above	Movable	Do.
5	9 miles above	do	Do.
6	4 miles below	do	Lock completed; dam nearly completed.

One more site may be occupied above and several more below, but the portion of the river (about one-third) on which work is now complete or in progress is that which needed it most. Some dredging is also required in the pools as well as the removal of snags and rocks.

If there had been an appropriation at the session of Congress, 1884–'85, the completion of Dam 2 would have been assured in 1885; a very important step in the improvement. Similarly for 1886, if early in the session. It cannot now possibly be completed until late in 1887. Nothing can be done at 7 until there be another appropriation.

Total amount appropriated for this work to date	$1,960,326 55
Amount (estimated) required for completion of existing project	1,670,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars.

The Guyandotte River is a tributary of the Ohio, and flows into it at the town of Guyandotte, about 12 miles above the mouth of the Big Sandy River, which separates West Virginia from Kentucky.

Commercial statistics, Guyandotte River, West Virginia, for fiscal year 1885–'86.

Articles.	Quantity.	Average price.	Value.
Butter and eggs			$15,000
Corn ... bushels	50,000	40 cents per bushel	20,000
Wheat ... do	15,384	65 cents per bushel	10,000
Oats ... do	5,000	40 cents per bushel	2,000
Rye ... do	2,500	do	1,000
Potatoes ... do	5,000	do	2,000
Ginseng ... pounds	25,000	$1 per pound	25,000
Feathers ... do	12,000	50 cents per pound	6,000
Wool ... do	25,000	40 cents per pound	10,000
Tobacco ... do	125,000	8 cents per pound	10,000
Hoop-poles ... number	714,250	$14 per M	10,000
Staves ... do	4,500,000	$20 per M	90,000
Tan bark ... cords	1,000	$10 per cord	10,000
Logs, poplar ... cubic feet	3,334,000	12 cents per cubit foot	400,080
Logs, oak ... feet, B. M.	10,642,900	$14 per M	149,000
Logs, walnut ... number	7,500	$12 each	90,000
Lumber, sawed ... feet	25,000,000	$10 per M	250,000
Total exports			1,100,080
Total imports			350,000
Aggregate			1,450,080

The project for the improvement of this river was adopted in 1878. This contemplated the formation of a clear channel 122 miles long, with a minimum width of 30 feet, and a least depth of 18 inches during five months of the year, by the removal of snags, rock, and other obstructions. This river was practically closed before work was commenced, except during rises of considerable height.

No work has been done upon this river during the past year.

The $2,000 appropriated by act of July 5, 1884, was retained, awaiting the action of Congress. Authority had been requested to expend this sum in the purchase and removal of Rodgers Dam, the principal obstruction interfering with the navigation. This dam was constructed under the laws of the State of Virginia, prior to the formation of the State of West Virginia.

The act of August 5, 1886, made available the $2,000 appropriated by the previously mentioned act. With this amount the improvement of the river by the removal of obstructions from the channel will be continued.

It is proposed to complete the improvement with the amount asked for.

Total amount appropriated for this work to date	$12,500 00
Amount (estimated) required for completion of existing project	8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	8,000 00

Improving Elk River, West Virginia: Continuing improvement, three thousand dollars.

No commercial statistics for year ending June 30, 1886, obtainable.

The Elk is one of the chief tributaries of the Great Kanawha. Its course is tortuous, as is shown by the fact that the distance from its mouth to Braxton Court-House is 54 miles in a straight line, but 100 miles by the windings of the stream. The average low-water width is about 200 feet, with narrows at the rapids of about 150 feet in width, and occasional portions of about 300 feet in width. The pools vary in depth from 3 to 10 feet, and are separated by rapid shoals of cobble-stones and gravel, on which there has been, at low seasons, a depth of but a few inches of water. The average fall per mile in the river, from Braxton Court-House down, is about 2¼ feet, but is not uniformly distributed, being greatest (about 4 feet per mile) in the central section, and less (about 2 feet) in the upper and lower sections. Freshets of small height are of frequent occurrence, but rapidly pass off. The annual rise in the spring is about 10 or 12 feet. An extraordinary rise is sometimes had of 25 or 30 feet, but the duration is not great.

The approved project of improvement has been the removal of rocks, snags, overhanging trees, &c., and the cutting of narrow sluices through the rapids and shoals. The principal interests to be served are those of lumbering and rafting, but much country produce is also carried down-stream in small boats, which return with merchandise, &c. The cost of the improvement was originally estimated as $100,000, to it complete of its kind.

The country through which this stream flows is rich in minerals and well fitted for agriculture and grazing. The improvement already done has been of great benefit to that as yet comparatively undeveloped section.

Total amount appropriated for this work to date	$18,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	3,000 00

Improving Little Kanawha River, West Virginia: Continuing improvement, seven thousand five hundred dollars.

This river is a tributary of the Ohio and empties into it at Parkersburg, W. Va. The city of Parkersburg has a population of 6,582 inhabitants, according to the census of 1880.

Commercial statistics, Little Kanawha River, West Virginia, for fiscal year ending June 30, 1886.

Articles.	Quantity.	Average price.	Value.
Coal ..... bushels..	22,133	5 cents per bushel	$1,327 98
Cross-ties ..... number..	178,083	35 cents each	62,329 00
Rafts, log ..... cubic feet..	2,612,900	12 cents per cubic foot..	313,548 00
Lumber, manufactured ..... feet..	5,598,200	$30 per M	167,946 00
Staves ..... number..	3,148,300	$20 per M	62,966 00
Oil ..... barrels..	2,800	$1 per barrel	2,800 00
Wood, &c ..... cords..	690	$3 per cord	2,070 00
Exports			612,986 98
Imports, general merchandise	3,448	$100 per ton	344,800 00
Aggregate			957,786 98

The present project for the improvement of the river (adopted in 1876 and modified in 1880) contemplates the construction of a lock and dam to extend slack-water navigation for a draught of 4 feet a distance of 12 miles, and the improvement of the natural channel of the upper river by the removal of obstructions for a distance of 80 miles, the object of the latter being to obtain a channel of a minimum width of 40 feet, containing at least 2 feet of water during four months of the year.

At the close of the previous fiscal year the machinery and appliances necessary for commencing the construction of the lock had been delivered at the site of the lock, and the coffer-dam inclosing the work was about half completed.

During the fiscal year just closed the construction of the lock was commenced, the coffer-dam was completed, the foundation of the miter and river walls was excavated, and these walls were partly built upon a foundation of concrete; 10,579 cubic yards of material were excavated for the foundation; 600 cubic yards of concrete were used, and 722 cubic yards, or about one-seventh of the masonry of the lock, were laid. The preparation of the stone for the lock was also continued.

No work was done upon the upper river. Many of the works constructed for improving this portion have become dilapidated and require repairs. There were no funds available for this purpose.

The act of August 5, 1886, appropriates $16,850 for this river, $1,850 of which is to be expended in continuing the improvement of navigation above the west fork. This allows but $15,000 to be expended upon continuing the construction of the lock.

With the amount now available, the construction of the lock will be continued, and repairs will be made to the works of improvement upon the upper river.

It is proposed to complete the lock and dam and the improvements upon the upper river with the amount asked for.

Total amount appropriated for this work to date	$146,175 00
Amount (estimated) required for completion of existing project	51,800 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	51,800 00

Improving Cape Fear River, North Carolina: Continuing improvement, one hundred and forty thousand dollars; of which sum fifteen thousand dollars are to be expended between Wilmington and Fayetteville.

This river is in the collection district of Wilmington, N. C.

The total commerce, exports and imports, foreign and coastwise, has increased from about $13,400,000 of transported goods in 1870 up to about $17,000,000

this increase being foreign commerce), showing that each dollar spent on this improvement has already been accompanied by the development of about $2.40 of annual foreign commerce, although the last increase of 2 feet in draught in the river-channel is too recent to have produced its natural effect on such development.

Commercial statistics for the year ending June 30, 1886.

	Vessels.	Tons.
Coastwise	274	113,157
Foreign	186	79,980
Total	460	193,731

EXPORTS AND IMPORTS.

Articles.	Foreign.	Coastwise.	Total.
Cotton ... bales	73,213	30,651	103,854
Spirits of turpentine ... casks	43,757	22,140	65,897
Rosin ... barrels	288,499	44,195	332,694
Crude turpentine ... do	3	35,439	35,442
Pitch ... do / Tar ... cases	9,075	63,542	72,617
Sawed lumber ... feet	9,053,000	28,729,500	37,782,500
Shingles ... number	1,589,000	8,761,500	9,850,500

1886, value of exports	$10,330,000
1886, value of imports	6,000,000
Total	16,330,000

Receipts.

Duties	$19,837 38
Tonnage	3,124 56
All other	2,528 63
Total	25,490 57

Exports.

Domestic	$4,390,331
Foreign	
Total	4,390,331

Imports and warehouse entries	114
Entries, foreign	163
Clearances, foreign	186
Entries, coastwise	99
Clearances, coastwise	66
Vessels documented	54
Tons	7,622.62

IMPROVEMENT OF THE CAPE FEAR RIVER ABOVE WILMINGTON (FROM WILMINGTON TO FAYETTEVILLE), NORTH CAROLINA.

The Cape Fear River, above Wilmington, has a total length of about 400 miles, and a drainage area of 7,167 square miles, of which 5,620 square miles lie above the mouth of the Black River, its main tributary. At Fayetteville, 112 miles above Wilmington, and the present head of navigation, the river varies from 112 feet breadth, 16 inches average depth, 150 square feet cross-section, 1 mile per hour current, and 200 cubic feet discharge per second in extreme droughts, up to 1,400 feet breadth, 50 feet maximum depth, 7 miles per hour velocity, and 350,000 cubic feet discharge per second in high freshets. Extreme low water usually lasts from two to four months per year, and 15-foot stages of water are usually reached once a month during the of the year.

The original project of 1881-'82, as continued to date, proposed to buy out the private owners of the river for $10,000; then to clear out its natural obstructions for $43,125 (including superintendence); and to further provide a continuous channel over its upper 66 miles by $3,900 of dredging, and by artificially contracting its water-way by jetties through at least thirty-two shoals at an unstated cost (estimated by the same person in 1872 at $522,720), making practically a total of $582,745 for the final cost of this improvement. The aggregate amount appropriated for this project up to 30th June, 1886, is $65,000. During the last year the progress of the work has been examined, compared with the original estimates, and new estimates made. It was found that the natural obstructions were very numerous and difficult of removal, and the cost of their removal will exceed the original estimates. In the last four years 8,419 snags, 2,005 stumps, 2,327 logs, 2,205 trees have been removed from the river-bed, and 8,687 overhanging trees cut from its banks; but as many more remain to be moved.

There appears every probability that this expenditure will finally give 3 feet actual channel depth (30 inches free draught) over the whole river up to Fayetteville for eleven or twelve months per year, and that the commerce will be increased by that time to $4,000,000 of goods per year.

Sixty-four thousand five hundred and thirty dollars and eighty-one cents has been spent in all upon this improvement up to June 30, 1886, giving a moderately well-cleared channel over the whole length of river, a moderately good continuous 4-foot channel during the entire year from Wilmington 44 miles to Kelly's Cove, thence a similar 2-foot channel 26 miles further to Elizabethtown (a place of considerable commerce), and thence a similar 1-foot channel 42 miles further to Fayetteville; increased to 5-foot draught from Wilmington to Fayetteville during seven months of the year. In consequence three permanently-established steamboat lines have been running over the entire distance with full draught for seven months each year, and with lessened draught the rest of the time. The commerce during those years has increased about $200,000 per year, has been further benefited by exemption from tolls, and is now over $2,000,000 of transported goods per year, showing that each dollar spent on this improvement has been accompanied by the development of about $28 of annual commerce.

The navigation of this stream is not obstructed by bridges between Wilmington and Fayetteville.

It is recommended that this improvement be completed in accordance with the present approved and adopted project so as to secure a thoroughly-cleared 4-foot channel from Wilmington 70 miles to Elizabethtown; thence a similar 3-foot channel 42 miles further to Fayetteville during 11 or 12 months of the year, at a total expense of $415,000, in addition to the $469.19 available 30th June, 1886; this amount to be appropriated in yearly installments of about $60,000 yearly.

After this improvement is completed its proper maintenance may cost from $1,000 to $3,000 per year.

Total amount appropriated for this work to date	$76,250 00
Amount (estimated) required for completion of proposed project	406,750 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	66,000 00

BELOW WILMINGTON.

One million six hundred and ninety-eight thousand four hundred and eleven dollars and seventy-four cents have been spent in all up to 30th June, 1886, upon the proposed improvements of 1870 to 1882, with great success, obtaining a 13.5 to 14 foot least depth of water at the main bay entrance, and completing to partial width the desired 16-foot channel 28 miles further, to Wilmington. This depth, combined with the average rise of tide of 4.5 feet at the bar and 2.5 feet at Wilmington, is such that, at present, vessels loaded to 16 feet draught can readily go from Wilmington to the ocean in a single tide any day of the year.

After the improvement is finished its proper maintenance may cost from $5,000 to $15,000 per year, for a few years, but the improvement should be fairly permanent.

Recommendations for future work are as follows: That the above improvements be carried on as originally projected, by completing the unfinished dike south of Zeke's Island, so as to thoroughly secure Smith's Island from further erosion by the ocean; and by widening and deepening the existing river channels to their full dimensions of 270 feet width and 16 feet least depth at low water; and by further protecting them against subsequent deterioration by submerged stone dikes where necessary, and by straightening, deepening, and fixing the bar entrance, at a total expense of $407,000 in addition to the $4,808.26 available June 30, 1886, this whole amount to be appropriated in one sum during the next fiscal year.

Amount available for fiscal year ending June 30, 1887	$162,308 26
Total amount appropriated for this work to date	1,860,720 00
Amount (estimated) required for completion of existing project	265,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	265,000 00

Improving Contentnea Creek, North Carolina: Continuing improvement, seven thousand five hundred dollars.

This river is in the second collection district of North Carolina.

The commercial statistics for the year 1884–'85 are as follows:

	Value.
Outward:	
6,000 bales of cotton	$270,000
11,000 bushels of rice	11,004
Inward:	
About 2,800 tons of general merchandise	140,000
Total	421,000

There are considerable quantities of lumber, shingles, and various articles impossible to ascertain which furnish, with the above, freights for from two to four steamers during the carrying season. All the above items and may others will greatly increase with better and more certain facilities for reaching markets promptly.

Contentnea Creek, a tributary of the Neuse River, has a total length of about 144 miles, and a drainage area of 1,184 square miles. This creek, prior to governmental improvement in 1881, had a depth of about 3 feet during nine months of the year, from its mouth in the Neuse upward, about 63 miles, to Stantonsburg, its practical limit of navigation; but its channel was completely blocked at all stages of water by sunken logs and stumps, and by floating obstructions. Its steamboat commerce was nothing.

The original product of 1881, as continued to date, proposed for $40,000 to secure a safe and unobstructed 3-foot navigation over this entire distance during the high-water season of about nine months. This estimate was based on an examination required to be made in great haste, at slight expense, and during a time of high freshet. The estimate supposed the obstructions to be about 17 sunken trees and 1 stump per mile, but actual work has since shown about 45 sunken trees and 45 stumps per mile.

The special work of the year is as follows:

Expenditures, $1,419.08.

The amount of money, $1,731.39, available at the commencement of the fiscal year, was too small for economical work; but improvement was so much needed that small immediate actual results were regarded as more valuable than larger, but delayed, possible ones. Owing to its variable features and the difficulty of properly specifying it beforehand and inspecting it afterward, the work was allowably done by hired labor and the purchase of materials in open market.

Work was confined to the lower half mile of river, and could be carried on only at low-water stages. Between the 3d November and 10th December, during a few days in March, and between the last of April and 31st May, 59 logs, 154 stumps, 68 large snags, 32 cords small snags, 35 cubic yards of earth, 230 linear feet of old sheet-pile diking were removed from the river bed; 86 trees, 32 stumps, and 50 linear feet of brush were cut and hauled back from 200 feet of river bank; 342 linear feet of new sheet-pile diking, and 400 linear feet of log-dam were constructed, and 78 linear feet of old sheet-pile diking were repaired. Some of the stumps had to be removed by blasting.

All the above work has been well and vigorously carried forward under the immediate supervision of Assistant Engineer R. Ransom.

Recommendations for future work are as follows: That this improvement be completed in accordance with the present proposed and approved project, so as to secure a thoroughly-cleared 3-foot navigation over the entire river from its mouth 63 miles upward to Stantonsburg during the nine commercial busy months of the year at a total expense of $50,000, in addition to the $312.31 available June 30, 1886; this amount to be appropriated in two yearly installments of $30,000 and $20,000, respectively. Smaller appropriations will increase the cost by from $1,000 to $4,000 per appropriation. Further improvement, so as to extend this navigation above Stantonsburg, or so as to make the lower river navigable during the low-water season, is not recommended at present.

After the improvement is finished its proper maintenance may cost from $1,000 to $3,000 per year.

Total amount appropriated for this work to date	$40,000 00
[illegible]nt (estimated) required for completion of existing project	35,000 00
[illegible] *that can be profitably* expended in fiscal year ending June 30, 1888	30,000 00

Improving Currituck Sound, Coanjok Bay, and North River Bar, North Carolina: Continuing improvement, seven thousand five hundred dollars.

Currituck Sound, Coanjok Bay, and North River Bar are in the collection district of Norfolk, Va.

Trade through the Albemarle and Chesapeake Canal for fiscal year ending June 30, 1886, passing through Elizabeth and North Landing rivers.

GOING NORTH.

Articles.	Quantity.	Articles.	Quantity.
Cotton ..... bales..	58,478	Rice ..... bushels..	29,688
Fish ..... barrels..	1,609	Wheat ..... do....	3,060
Naval stores ..... do....	2,576	Peanuts ..... bags..	4,924
Rags ..... pounds..	2,250	Lumber ..... feet..	70,885,312
Old iron ..... do....	6,400	Railroad ties ..... number..	10,283
Bacon ..... do....	24	Watermelons ..... do....	298,946
Eggs ..... crates..	1,990	Shingles ..... do....	26,106,488
Wood ..... cords..	222	Staves ..... do....	496,102
Peas and beans ..... bushels..	4,513	Laths ..... do....	738,075
Potatoes ..... do....	54,041	Passengers ..... do....	1,753
Corn ..... do....	97,028		

GOING SOUTH.

Bread ..... barrels..	49	Soap and candles ..... boxes..	127
Beef and pork ..... do....	8,400	Tobacco ..... do....	482
Cider and beer ..... do....	6	Ware ..... crates..	17
Flour ..... do....	33,537	Lime and cement ..... casks..	888
Fish ..... do....	538	Oyster shells ..... bushels..	54,155
Molasses ..... do....	645	Agricultural lime ..... do....	35,475
Spirits ..... do....	629	Iron ..... pounds..	640,420
Sugar ..... do....	2,656	Hay ..... bales..	11,447
Oil ..... do....	2,384	Guano ..... tons..	4,783
Coffee ..... sacks..	319	Coal ..... do....	3,532
Salt ..... do....	8,266	Ice ..... do....	1,561
Hats and shoes ..... cases..	119	Passengers ..... number..	1,589
Nails ..... kegs..	388		

There were no operations during the fiscal year ending June 30, 1886. It was deemed inexpedient to resume them, the funds available being insufficient.

The channel has deteriorated some, due very largely, it is thought, to steamers grounding out of it and creating shoals in their efforts to get off. Buoys or piles maintained constantly between the gas-beacons to mark the channel would tend to diminish this.

A plan and specifications have been prepared for building a steam-tender for use on this and other works. For the details relative thereto, see report of this fiscal year on harbor at Norfolk and its approaches, Virginia.

The funds available will be applied to contingencies. The sum of $65,122.85 can be profitably expended in the fiscal year ending June 30, 1888. It is proposed to apply this to dredging, as set forth in the Annual Report of the Chief of Engineers, 1885.

Total amount appropriated for this work to date	$135,000 00
Amount (estimated) required for completion of existing project	55,122 85
Amount that can be profitably expended in fiscal year ending June 30, 1888.	55,122 85

Improving Neuse River, North Carolina: Continuing improvement, twelve thousand dollars.

This river is in collection district of Pamplico, N. C.

The only statement in regard to the commerce on this river is incorporated in the following statement of the improvement of the river:

Neuse River, entering into the Pamplico Sound, has a total length of about 360 miles and a drainage area of 5,781 square miles (2,506 of which are situated above the mouth of its upper main tributary, the Contentnea).

The projects of 1878, 1880, and 1883, as continued to date, propose to remove all sunken logs, snags, floating and other obstructions, and to contract the channel-way by jetties so as to assure during the entire year an unobstructed 8-foot navigation 40 miles up to New Berne, and a similar 4-foot navigation 50 miles farther to Kinston, and during nine months of the year a 3-foot navigation 108 miles farther to Smithfield. The aggregate amount appropriated for these projects up to June 30, 1886, is $210,000. The present estimate (that of 1885), $370,000, for the final cost of the work, is based on these later developments.

Two hundred and five thousand eight hundred and twenty-five dollars and seventy-two cents have been spent in all upon this improvement up to June 30, 1886, giving a moderately well-cleared channel over the entire length of the river, allowing an 8-foot navigation 40 miles to New Berne, and a 3-foot navigation 50 miles farther to Kinston all the year; also, a 3-foot navigation 46 miles farther to Goldsborough during nine months per year, and still 62 miles farther to Smithfield six months per year. In consequence of this, two steamboat lines have been permanently established between New Berne and Kinston, and the river commerce has increased from almost nothing up to over $1,000,000 of goods transported per year, showing that each dollar spent on this improvement has been accompanied by the development of about $5 of annual commerce.

Recommendations for future work are as follows: That this improvement be completed in accordance with the present approved and adopted projects, so as to secure a thoroughly cleared 9-foot navigation 40 miles up to New Berne, and a similar 4-foot navigation 50 miles farther to Kinston during the entire year, and thence a similar 3-foot navigation 108 miles farther to Smithfield during nine months of the year, at a total expense of $160,000 in addition to the $4,174.28 available 30th June, 1886, this amount to be appropriated in three yearly installments of about $60,000 each.

After the improvement is finished its proper maintenance may cost from $2,000 to $6,000 per year.

Total amount appropriated for this work to date	$232,500 00
Amount (estimated) required for completion of existing project	142,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	60,000 00

Improving New River, North Carolina: Continuing improvement, two thousand five hundred dollars.

This river is in the collection district of Beaufort, N. C., and is wholly within the county of Onslow, which is situated on the eastern coast of the State.

The commerce during the past year has probably been as large as usual, and has been carried on by sailing vessels.

New River, emptying directly into the Atlantic Ocean between Beaufort Harbor and Wilmington, N. C., has a total length of about 52 miles and a drainage area of 492 square miles. Its lower 14 miles, from its mouth to Jacksonville, forms a fine basin of brackish water of from 500 to 10,000 feet width and of at least 5 feet channel depth, with 40,000 acres of oyster farms, and with rich agricultural surroundings. When placed under Government improvement in 1882 it had very poor facilities for transporting its goods to market. Its communication with the ocean was blocked by an oyster-rock barricade, through which there existed only a long and very crooked channel of 50 feet width and 3 feet depth at low water. Its commerce, limited to wagons and small boats, was estimated to be about $400,000 of goods per year.

The original project of 1882 proposed for $40,000 to secure a 150-foot channel 5 feet deep at low water from the upper river to the ocean, by dredging the old channel to its full size through about 7,000 feet of this oyster-rock barricade.

The aggregate amount appropriated for this project up to 30th June, 1886, is $10,000. The present estimate (that of 1885), $40,000, for the final cost of the work, is the same as that of 1882, except that it is based upon a new location of the channel.

Nine thousand eight hundred and ten dollars and twenty-four cents has been spent in all upon this improvement up to the 30th June, 1886, replacing the long and crooked channel by a short and straight channel of 40 feet bottom width and 3.5 feet depth at low water. This new channel gives great satisfaction to the neighborhood, is already in daily use by the craft entering New River from the ocean, and is steadily deepening under the scour of the river and tidal currents. The improvement is too recent to show as yet any marked increase in the commerce of the river.

Expenditures, $9,810.24.

Recommendations for future work are as follows: That the present adapted project be completed so as to secure a channel of from 100 to 150 feet width, and 5 feet depth, at low water, from the ocean up to the upper river, at a total expense of $30,000 in addition to the $189.76 available 30th June, 1886, to be appropriated in a single [illegible] within the next year. Smaller yearly appropriations, involving the alternate

disorganization and reorganization of working parties, damage to unfinished work, extra superintendence, and deterioration of plant, will increase the cost of the work by about $2,000 per appropriation.

Total amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	32,000 00
Amount that can be profitably expended in fiscal year ending June 30.1888.	32,000 00

Improving Pamlico and Tar Rivers, North Carolina: Continuing improvement, three thousand dollars.

These rivers are in the collection district of Pamplico, N. C.

Receipts and shipments.

Articles.	Quantities.	Articles.	Quantities.
Lumber ..... feet..	8,317,444	Potatoes ..... barrels..	6,415
Shingles ..... number..	2,887,825	Merchandise ..... packages..	11,192
Staves ..... do....	111,300	Peas ..... bags..	[illegible]
Cotton ..... bales..	27,804	Green hides ..... number..	38
Rice ..... bushels..	17,000	Balusters ..... do ...	41,950
Naval stores ..... barrels..	6,140	Tonnage ..... tons..	807,165

The combined steam-hoister and pile-driver referred to in the last Annual Report was completed for use on this work and North Landing River. The cost of this as per original specifications was $4,063.57. Extras, in the shape of outfit, &c., were added, making the cost $4,538.05. From August 19 to October 31 it was engaged in removing obstructions, and thoroughly cleared the river of them between Washington and Greenville. (The portion worked over is the first 6½ miles below Greenville.) It is well adapted to the work. Six hundred and eighty-three obstructions were removed and burnt, so that they can never again enter the river during freshets as obstructions. They consisted of the following: 2 sunken flats, 29 floating logs, 228 sunken logs, 128 sunken trees, 25 stumps, 249 snags, and 22 overhanging trees.

An examination of the river was made, which shows it to be in the following condition: Of the forty-one jetties twenty-five were in good order, and the balance not. As a rule they have proved of benefit to navigation, but more will be required to complete the project. Some have been damaged by steamers striking them at high water, for which reason piles should be placed at the ends thereof to mark them. The best jetties are those composed of two rows of piles, filled in with logs, &c. No work has been done on jetties since 1882.

The sum of $5,000 can be profitably expended in the fiscal year ending June 30, 1888. It is proposed to apply this to the removal of logs, snags, shoals, &c., and the repair and construction of jetties.

Total amount appropriated for this work to date	$58,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	5,000 00

Improving Trent River, North Carolina: Continuing improvement, three thousand dollars.

This river is in the collection district of Pamplico, N. C.

The commerce of the river is mentioned below.

Trent River, a tributary of the Neuse River, has a total length of about 73 miles, and a drainage area of 657 square miles. This river in 1879, at the time when placed under governmental improvement, possessed a 6-foot to 8-foot roughly cleared navigation from its mouth at New Berne up 21 miles to Pollocksville, and a lighter-draught navigation 9 miles further to Quaker Bridge. Above Pollocksville the bars, snags, and trees prevented all navigation, except occasionally by small flatboats during high freshets.

Its commerce is estimated to have been about $400,000 of goods per year.

The present estimate (that of 1885), $57,000 for the final cost of the work, is based upon these later developments.

Forty-one thousand four hundred and eighty-nine dollars and six cents has been spent in all upon this improvement up to 30th June, 1886, in securing a moderately

well-cleared 6-foot to 8-foot navigation at all stages (8 to 9 feet at ordinary stages) from New Berne 30 miles up to Quaker Bridge; and thence a thoroughly cleared 3-foot navigation at least 50 feet wide at all stages 13 miles further to Trenton, and an excellent turning-basin at Trenton. In consequence of this improvement, a steamboat navigation has been permanently established over the entire river to Trenton, with weekly trips in summer and tri-weekly trips in the busy seasons of winter. The commerce is still increasing, and is now about $600,000 of goods transported per year (including rafted goods), showing that each dollar spent on this improvement has been accompanied by the development of about $5 of annual commerce.

The navigation of this river is not obstructed by bridges without draws.

Recommendations for future work are as follows: That the present approved and adopted project be completed by thoroughly clearing the present channel of its remaining obstructions, at a total cost of $15,000 in addition to the $535.94 available 30th June, 1886; this amount to be appropriated in one sum within the next year.

After this is done no further improvement is recommended at present; but the proper maintenance of the improved channel may cost from $1,000 to $2,000 per year.

Total amount appropriated for this work to date	$40,000 00
Amount (estimated) required for completion of existing project	13,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	13,000 00

Improving Meherrin River, North Carolina: Continuing improvement, two thousand dollars.

The Meherrin River is in the collection district of Norfolk, Va.

Commercial statistics to June 30, 1886.

Articles.		North.	South.
Merchandise	pounds	5,285,958	11,902,768
Guano	do	.....	4,206,840
Cotton	bales	12,372	.....
Fish, fresh	boxes	2,780	.....
Fish, salt	barrels	4,006	.....

Previous to the commencement of operations on this improvement the channel was so much obstructed by logs, snags, leaning trees, &c., as to make navigation difficult and dangerous. There were also some shoals, having a ruling depth of less than 8 feet.

The original project, adopted in 1883, for the improvement of this river from its mouth to Murfreesboro', the head of navigation, 11 miles, confined operations to the removal of logs, &c., the appropriation not being sufficient to undertake dredging in addition.

The sum of $7,500 can be profitably expended in the fiscal year ending June 30, 1888. It is proposed to apply this to dredging and the removal of obstructions like those above that will continue to form.

Total amount appropriated to date	$5,000 00
Amount (estimated) required for completion of existing project	7,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	7,500 00

Improving Edisto River, South Carolina: Continuing improvement, two thousand five hundred dollars.

This improvement is located in the collection district of Charleston, S. C. Charleston and Beaufort, S, C., and Savannah, Ga., are the nearest ports of entry.

Duties on imports collected at the custom-house of Charleston, S. C., in 1885, $32,741.68.

No commercial statistics for this river were obtainable.

The Edisto is one of the principal rivers of South Carolina. It is formed by the junction of the North and South forks, which unite in the southern part of Orangeburg County. The South Fork, commonly known as the South Edisto, is the main river. It empties into the ocean near Saint Helena Sound.

It is contemplated to improve the river from Guingard's Landing, in Aiken County, to the mouth, a total length of 260 miles, so as to establish a safe navigation at all seasons of the year for light-draught steamboats from the sea to the junction of North and South forks, near the crossing of the South Carolina Railroad, 183 miles from the mouth, and thence to Guingard's Landing for rafts and flat-boats. It is not deemed advisable to attempt an improvement of the reaches higher up which are excessively incumbered with logs and shoals.

The obstructions to navigation consist of numerous bends, logs, snags, overhanging trees, and piles, and also of shoals, composed generally of sand, but in some places of hard clay.

The project of improvement comprises the following details of work:

(1) Enlargement and clearing of all the new channels now in process of formation.
(2) Forming new channels across necks of bends where needed.
(3) Shutting off lateral arms which now weaken the stream.
(4) Removal of logs, snags, and pile obstructions.
(5) Removal of shoals of sand and clay in one case by building a deflecting jetty.

The total cost of the project was estimated at $33,385.

The total expenditures to June 30, 1886, were	$12,719 33
Total amount appropriated for this work to date	16,000 00
Amount (estimated) required for completion of existing project	17,385 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	10,000 00

Improving Great Pedee River, South Carolina: Continuing improvement, ten thousand dollars.

This river is in the collection district of Georgetown, S. C.

Commercial statistics for improving Great Pedee River, South Carolina, for the fiscal year ending June 30, 1886, furnished by the steamboat agents and other reliable business men.

Articles.	Quantity.	Value.
EXPORTS.		
Cotton ... bales	26,600	$1,197,000
Naval stores ... barrels	53,000	477,000
Crude turpentine ... do	1,500	37,500
Rough rice ... bushels	78,000	97,500
Lumber ... feet	1,800,000	36,000
Shingles ... number	4,000,000	40,000
Ton timber ... sticks	15,000	45,000
IMPORTS.		
General merchandise ... tons	10,000	500,000

Total value exports and imports, $2,430,000.

The commerce has been carried on by the usual number of steamers and sailing vessels as reported last year. The removal of many troublesome obstructions by the United States Government, and the water continuing higher for a longer period, permitted the boats to run with more regularity than for some years past.

The Great Pee Dee River, emptying into Winyaw Bay at Georgetown, S. C., has (including its upper portion called the Yadkin) a total length of about 500 miles and a drainage area of 16,329 square miles, of which 9,642 square miles lie above the mouths of the Black, Lynche's, and Little Pee Dee, its main tributaries. At Cheraw, at a stage of 0.5 foot above low water, its discharge is about 7,000 cubic feet per second. This river, prior to governmental improvement in 1880, was dangerously obstructed with snags and logs everywhere. Otherwise it was easily reached at a point 41 miles above its mouth by 9-foot-draught boats coming by way of the Waccemaw and Bull Creek; thence it was navigable for the same boats 26 miles further, to Smith's Mills; and thence for 3.5-feet-draught boats at low water 88 miles further, to Little Bluff, or at high water 183 miles further, from Smith's Mills to Cheraw, the present head of steam navigation, 250 miles above Georgetown. The commerce of the river is estimated to have then been $400,000 of goods transported per year.

The original project of 1880, as continued to date, proposed for $25,000 to secure a thoroughly cleared 9-foot navigation to Smith's Mills, and a 3.5 foot navigation to Cheraw at all stages of water This estimate was based on an examination required *to be made* hastily and inexpensively.

The aggregate amount appropriated for this project up to 30th June, 1886, is $27,000. The present estimate (that of 1885), $117,000 for the final cost of the work, is based on these later developments and personal examinations.

Twenty-six thousand nine hundred and nineteen dollars and forty-three cents have been expended in all upon this improvement up to 30th June, 1886, giving at all ordinary stages of water a well-cleared 9-foot navigation 67 miles upward, to Smith's Mills; and a fairly-cleared 3.5-foot navigation at low water 83 miles further, to the railroad station at Pee Dee, or, at high water, 183 miles further, from Smith's Mills to Cheraw. The commerce of the river has been thereby increased so as to be at present about $2,000,000 per year, showing that each dollar spent on this improvement has been accompanied by the development of about $59 of annual commerce.

Recommendations for future work are as follows:

That this improvement be completed in accordance with the present approved and adopted project, so as to secure a thoroughly-cleared 9-foot navigation 67 miles upward, to Smith's Mills, and thence a 3.5 foot navigation 183 miles further, to Cheraw, at all stages of water, at a total expense of $90,000, in addition to the $80.57 available the 30th June, 1886, this amount to be appropriated in two yearly installments of $60,000 and $30,000 respectively.

After the improvement is finished, its proper maintenance may cost from $2,000 to $5,000 per year to properly maintain the improved channel.

Total amount appropriated for this work to date	$47,000 00
Amount (estimated) required for completion of existing project	73,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	60,000 00

Improving Salkahatchee River, South Carolina: Continuing improvement, two thousand dollars.

No commercial statistics were obtainable.

Two appropriations have thus far been made by Congress for improving Salkiehatchie River, South Carolina, aggregating $8,000.

The Salkiehatchie River, also named the Big Salkiehatchie, to distinguish it from one of its tributaries, known as the Little Salkiehatchie, rises in Aiken County, South Carolina. These two rivers unite about 80 miles from the Atlantic seaboard. About 24 miles below the junction the Salkiehatchie is spanned by the Charleston and Savannah Railroad Bridge. Farther down the river is known as the Combahee, which discharges into Saint Helena Sound about midway between the cities of Charleston and Savannah.

The mean rise and fall of tides in Saint Helena Sound is 5.9 feet. At the railroad crossing, nearly 60 miles from the river's mouth, it is 2.5 feet, and the tidal oscillation reaches a point about 20 miles higher up.

PROJECT OF IMPROVEMENT.

The project contemplates the creation of a continuous and practicable channel for rafts and flat-boats in the lower reaches of the river from a point 5 miles above Toby's Bluff down to Hickory Hill, 12 miles below the railroad bridge, and 46 miles above the river mouth, comprising a total length of river of 77 miles.

CONDITION OF THE RIVER AND EFFECTS OF THE WORK DONE.

All the reaches where improvements have been made have remained in the same condition, substantially, in which they were left when work was suspended in May, 1885. Raft navigation has been materially benefited by the work done. I am informed that the cost of transporting timber down the Salkiehatchie is now from 33 to 50 per cent. less than formerly, on account of the improvements made by the Government.

In view of the favorable results heretofore obtained it is recommended that the funds necessary for completing the existing project be supplied.

Total amount appropriated for this work to date	$10,000 00
Amount (estimated) required for completion of existing project	8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	8,000 00

Improving Santee River, South Carolina: Continuing improvement, ten thousand dollars.

This river and Mosquito Creek are in the collection district of Georgetown, S. C.

Commercial statistics for improving Santee River, South Carolina, for the fiscal year ending June 30, 1886.

Articles.	Quantity.	Value.
EXPORTS.		
Cotton ..... bales..	12,350	$555,750
Naval stores ..... barrels..	25,430	228,870
Rough rice ..... bushels..	150,000	202,500
IMPORTS.		
General merchandise ..... tons..	9,400	470,000
Total value of exports and imports		$1,457,120

The commerce has been carried on by steamers of the South Carolina Steamboat Company's lines, together with numerous small craft, consisting of sailing vessels, pole flats, &c.

No accurate account could be gotten of the lumber, timber, shingles, crude turpentine, game, fish, furs, &c., transported over the river during the past year. It is thought that these items would considerably swell the total values of exports.

The Santee River, formed by the Congaree and Wateree rivers, and emptying into the Atlantic Ocean just south of Winyaw Bay, has from the sea to its headwaters in the mountains a total length of about 500 miles, and a drainage area of 15,414 square miles. It was formerly navigated by 4 foot-draught boats from the sea up to Columbia on the Congaree and Camden on the Wateree.

In 1880, the date of the commencement of governmental improvement, this navigation was considerably obstructed and blocked at all stages of water by sunken logs, snags, and floating timber. Its bar entrance was narrow, crooked, and shifting, with only about 4 feet depth of water at low tide, and so situated as to be very difficult and expensive to improve. Four steamers and a few small vessels were then running upon portions of the river. Its commerce is estimated to have then been about $600,000, and to now be about $1,400,000 of transported goods per year.

The original project of 1880 proposed for $104,000 to provide the river with a good outlet through Mosquito Creek to Winyaw Bay, by deepening and straightening this creek to 50 feet width and 7 feet depth, at an expense of $74,000; and to secure a safe and unobstructed 7-foot navigation in the river itself from its mouth 154 miles upward to Wright's Bluff; and thence a similar 5-foot navigation 30 miles farther to its head in the Congaree and Wateree rivers at an expense of $30,000. This estimate was based upon a hasty and inexpensive survey; the present estimates based on the later developments.

The aggregate amount appropriated upon this project up to June 30, 1886, is $57,000.

Recommendations for future work are as follows:

That this improvement be completed in accordance with the present approved and adopted project of 1881, so as to secure to the Santee River a straightened canalized outlet through Mosquito Creek 7 miles long, 30 feet wide, and 6 feet deep at mean low water at a total expense of $88,000, in addition to the $1,653.63 available 30th June, 1886, this amount to be appropriated in two yearly installments of $48,000 and $40,000 respectively; also that this improvement be extended in accordance with the proposed original project of 1880, so as to secure a safe and unobstructed 7-foot navigation from the mouth of the Santee River 154 miles upward to Wright's Bluff, and thence a similar 5-foot navigation 30 miles further to its head in the Congaree and Wateree rivers at a total expense of $75,000, to be appropriated in two yearly installments of about $45,000 each.

It is estimated that this last recommended improvement would at once (as already shown by past experience on the neighboring Pee Dee River) increase the Santee River commerce by from $1,000,000 to $2,000,000 per year.

After this improvement is finished, its proper maintenance may cost from $3,000 to $5,000 per year:

Total amount appropriated for this work to date	$75,750 00
Amount (estimated) required for completion of existing project	150,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	62,000 00

Improving Waccamaw River, South Carolina: Continuing improvement, twelve thousand dollars.

This river is in the collection district of Georgetown, S. C.

The commercial statistics for the fiscal year ending June 30, 1886, are as follows:

Commercial statistics for improving Waccamaw River, South Carolina, for the fiscal year ending June 30, 1886, furnished by Mr. J. I. Hazard, of Georgetown.

Articles.	Quantity.	Amount.
EXPORTS.		
Lumber ..... feet..	2,773,961	$34,674 51
Shingles ..... number..	2,260,700	28,258 75
Timber ..... feet..	350,000	35,000 00
Rosin ..... barrels..	53,500	80,250 00
Spirits turpentine ..... do....	12,250	183,750 00
Crude turpentine ..... do ...	10,160	20,320 00
Rough rice ..... bushels..	100,000	125,000 00
Clean rice ..... barrels..	20,241	361,338 00
Cotton ..... bales..	5,000	225,000 00
Miscellaneous	.....	25,000 00
IMPORTS.		
General merchandise ..... tons..	5,000	175,000 00
Total value exports and imports	.....	1,296,591 26

The commerce has been carried on by about the same number of steamers and sailing vessels as reported last year, with the addition of an extra propeller steamer put on the river during the year.

This boat carries the United States mail, freight, and passengers, and is an entire success. There is also in course of construction a small steamer on the upper river to be used above Conway.

The Waccamaw River, emptying into Winyaw Bay at Georgetown, S. C., has a total length of about 244 miles and a drainage area of 1,572 square miles of rich agricultural lands. This river, prior to governmental improvement in 1880, was navigable for 12-foot draught boats at all stages of water, from Georgetown, Winyaw Bay, 26 miles to Bull Creek, and at high water, 4 miles further to Buck's Lower Mills; thence for 7-foot draught boats at high water 36 miles further to Conwayboro'; thence it possessed an obstructed channel for 3-foot draught boats at ordinary water 124 miles to Reeve's Ferry, the present head of steam navigation; thence an obstructed channel with 3-foot depth at high water for 54 miles to Lake Waccamaw, which is 244 miles distant from Georgetown. The commerce of this river is estimated to have then been about $490,000 of transported goods per year.

The original project of 1880, as continued to date, proposed for $29,000 to secure a channel 12 feet deep at all stages of water, with 80-feet bottom width, from the mouth of the river 66 miles upward to Conwayboro', and afterwards a cleared channel 178 miles further to Lake Waccamaw. This estimate was required to be made hastily, inexpensively, and during a high-water stage in the river. Its insufficiency became so evident that in 1883 $54,000 was recommended to do work originally estimated at $10,000; and later 1,000 logs, trees, and snags have been removed in a single year from a channel bed supposed in 1880 to have been free from such obstructions. The aggregate amount appropriated for this project up to June 30, 1886, is $35,400.

Thirty-five thousand three hundred sixty-seven dollars and sixteen cents have been spent in all upon this improvement up to June 30, 1886, giving a thoroughly cleared channel, with 100 feet least width and 6.8 feet least depth at high water, as far as Conwayboro'. The commerce upon this portion of the river has been thereby increased to about $1,300,000 per year, showing that each dollar spent on this improvement has been accompanied by a development of about $25 of annual commerce.

Total amount appropriated for this work to date	$50,400 00
Amount (estimated) required for completion of existing project	92,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	60,000 00

Improving Wappoo Cut, South Carolina: Continuing improvement, two thousand five hundred dollars.

This work is located in the collection district of Charleston, S. C. Charleston is the nearest port of entry. Amount of duties on imports collected in 1885, $32,741.68.

The commercial statistics for the year ending June 30, 1886, were as follows:

Phosphate rock (valued at $225,000)	tons..	50,000
Sea-island cotton	bags..	5,000
Rice	bushels..	185,000
Vegetables	crates..	96,000 to 100,000
Fertilizers	tons..	1,200
Lumber	feet..	7,000,000
Aggregate tonnage of tugs, steamers, flats, lighters, and sailing vessels using this route	tons..	100,000

Three appropriations have thus far been made for it by Congress, aggregating $23,000.

Wappoo Cut is a narrow, tortuous, tidal stream, separating James Island from the mainland and connecting Stono and Ashley rivers.

The project of improvement contemplates the establishment of a straighter channel of 6 feet depth and 90 feet width at mean low water, and comprises the following details of work:

1. Dredging on the bar at the entrance into Ashley River;
2. A solid cut through the marsh at the end of the first easterly reach, 2½ miles from Ashley River;
3. Dredging in Elliott's Cut and the reach leading to it, and on the bar at the outlet into Stono River;
4. Closing by a light bulkhead the three tidal streams that enter this new route from the north;
5. Building a jetty at the Ashley entrance to guide the flood-tide into Wappoo Cut; and
6. Building a jetty at the Stono entrance to guide the ebb tide into the cut.

CONDITION OF THE WORK.

The improved reaches in Wappoo Cut are in a satisfactory condition. The shoals which had formed just eastward of Elliott's Cut have been removed, and navigation correspondingly benefited.

A least low-water depth of 5½ to 6 feet exists, except at a small bar at the Stono mouth of Elliott's Cut, which should be removed when a new appropriation is made.

When additional funds are provided, the bar at the mouth of Elliott's Cut will be removed and such other work done in accordance with the existing project as a re-examination of the several reaches may show to be most important.

Total amount appropriated for this work to date	$28,000 00
Amount (estimated) required for completion of existing project	10,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving Wateree River, South Carolina: Continuing improvement, six thousand dollars.

This river is in the collection district of Georgetown, S. C. No commercial statistics were obtainable.

The Wateree River, which unites with the Congaree to form the Santee, has (including its upper portion, called the Catawba) a total length of about 310 miles, and a drainage area of 5,642 square miles. This river, prior to governmental improvement in 1882, had a low-water depth of from 3 to 4 feet from its mouth in the Santee upward 64 miles to Camden, its practical limit of steam navigation. From its mouth upward 12 miles the river was completely blocked at all stages of water by sunken logs and stumps and by floating obstructions; thence 42 miles to Camden navigation was possible, but dangerous except during high water. Its commerce was then almost nothing.

The original project of 1881–'82, as continued to date, proposed for $54,000 to secure a safe and unobstructed 4-foot navigation over this entire distance at all stages of water.

Twenty-seven thousand nine hundred and sixty-five dollars and sixty-three cents have been spent in all upon this improvement up to the 30th June, 1886, giving a

thoroughly-cleared 4-foot navigation at all stages of water from the mouth of the river 7 miles upward, and thence a roughly-cleared 4-foot navigation over the rest of the river 57 miles to Camden. In consequence of this improvement a steamboat line would have been permanently established upon the whole length of this river had it not been prevented by the obstructions offered by two railroad bridges. Could these obstructions be removed a river commerce of $1,000,000 of transported goods per year would be at once developed.

Recommendations for future work are as follows:

That this improvement be completed in accordance with the present approved and adopted project, so as to secure a thoroughly-cleared 4-foot navigation over the entire river at all stages of water, at a total expense of $30,000, in addition to the $34.37 available 30th June, 1886, this amount to be appropriated in one sum during the next year. Smaller yearly appropriations will increase the cost of the work by from $1,000 to $4,000 per appropriation.

It is further strongly recommended that the South Carolina Railroad be required to put a draw-span in its low through bridge across the river, and that the Wilmington, Columbia and Augusta Railroad be required to either insert a span or to raise its present channel-span 21 feet.

After the improvement is finished its proper maintenance may cost from $1,000 to $3,000 per year.

Total amount appropriated for this work to date	$35,500 00
Amount (estimated) required for completion of existing project	25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving Congaree River, South Carolina: Continuing improvement, seven thousand five hundred dollars.

The Congaree River is formed by the meeting of the Broad and Saluda rivers about 1 mile above Columbia, S. C., and flows southeasterly about 60 miles by water (30 by land) until it unites with the Wateree to form the Santee River.

The city of Columbia has a population of 10,036 inhabitants, according to the census of 1880.

The people express themselves as being extremely anxious for this river to be opened for navigation, which will give them water transportation for their freights direct between Columbia and Northern cities via Congaree and Santee rivers, Mosquito Creek Canal, and Winyaw Bay Bar. They are of the opinion that 4 feet, even 3 feet, at dead low water would answer for the safe navigation of the river. The Congaree flows through a thickly settled, fertile farming country, producing a great deal of cotton, corn, &c.; and very large areas of the best-timbered lands are found along its banks. Without the use of the river the people, of course, are compelled to haul their products long distances to railroad lines and to market. This is slow and expensive. Up to the year 1845 two side-wheel steamers, drawing 4 feet, were running on the Congaree between Columbia and Charleston, but about that time they were taken off the river, and since then the channel has become so much obstructed by overhanging trees and fallen timber that no boats have been able to run. At present there is no commerce carried on over the river, for reasons stated above, but it is thought there would be a large trade could it be opened for navigation from Columbia. That city has a very large and yearly increasing commerce, and is situated in the heart of the cotton belt of South Carolina.

About 50,000 bales of cotton are shipped yearly from Columbia.

Twenty-five thousand barrels naval stores and about 450,000 or 500,000 tons of general merchandise are brought there annually. If the river was open for boats to the city, it is thought that at least 20,000 bales of cotton and 25,000 barrels of naval stores would go thence via river, and probably 130,000 tons of up-freights, general merchandise. In addition, there would probably be 5,000 bales of cotton shipped from landings below Columbia, 10,000 barrels of naval stores, and 30,000 tons of up-freights. The timber, lumber, and shingle trade would also be very large.

The Santee River, now under improvement, will eventually afford at least a 5-foot navigation from Georgetown Harbor, through Mosquito Creek, up 184 miles, to the mouth of the Congaree River.

From the Santee River up about 57 miles, to within 3 miles of Columbia, the Congaree River has a width of from 500 to 300 feet, a depth of about 4 feet at low water, and a moderate current. Steamers of 4-foot draught formerly ran all the way up to this point from the sea-coast, but such navigation is now prevented by logs, snags, fallen timber, and overhanging trees.

From 3 miles below Columbia up to Columbia the Congaree has a little less depth, a little more width, a little more current, and is more obstructed by rocks; probably navigation could be obtained without very great difficulty.

From Columbia up 2 miles to the head of the Wateree, a slackwater navigation is already under construction by the State, to connect the city to Broad River, which latter brings down to Columbia a large quantity of flat-boated freight.

It is thought that the following would be a fair estimate of the probable work upon thoroughly clearing up this river:

From Columbia to Granby:	
7,000 cubic yards of rock excavation, at $3.50	$24,500
From Granby to the Santee River:	
2,000 snags, at $3	6,000
4,000 sunken logs and trees, at $5	20,000
5,000 overhanging trees, at 50 cents	2,500
1,000 linear yards caving banks, at $1	1,000
2,000 linear feet shoals, at $2	4,000
150 cubic yards rock excavation, at $3.50	525
	34,025
Total amount appropriated to date	7,500
Amount (estimated) required for the completion of existing project	51,025
Amount that can be profitably expended to June 30, 1888	30,000

Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.

This work is located in the collection district of Brunswick, Ga. Darien is the nearest port of entry. Amount of duties collected in 1885, $2,359.01.

Commercial statistics of the port of Darien, Georgia.

Articles, &c.	Average annual value.	Total value from January 1, 1875, to January 1, 1886.
Exports of timber and lumber (pitch pine):		
Foreign shipments, as per tabulated report, 583,316,741 superficial feet	.....	$7,090,283 00
Coastwise shipments, as per tabulated report, 178,729,300 superficial feet	.....	2,949,730 90
Rice:		
Coastwise shipments	$84,000 00	924,000 00
The figures given above are the result of careful investigation, and due consideration has been given to the partial failure of the crops of certain years, and to the fluctuation of prices.		
Naval stores:		
Coastwise shipments from 1880 up to and including 1885	.....	305,000 00
In the year 1880 the value of naval stores shipments amounted to $12,000. The operations have gradually been extended, until in 1885 the value of shipments, from reliable figures, amounted to $66,000. In 1886 it is estimated they will reach $85,000. Shipments are made in small sailing vessels and in steamers.		
Cypress:		
Prior to 1886 but little attention was given to this wood. Some enterprising Northern gentlemen, the Messrs. Van Gilder & Sons, discovering its abundance along the Altamaha, have now erected a mill at Darien expressly for the manufacture of cypress. This has given a decided stimulus to the industry, and it bids fair to become flourishing ere long. Small parcels of this wood have been shipped for many years. The first complete cargo was shipped during 1886, and before the present year ends two more cargoes will be shipped.		
Hard woods:		
Coastwise and foreign shipments	.....	35,000 00
Considering the great quantities of the various kinds of hard woods that may be found along the Altamaha the trade in these woods has not been developed to the extent it deserves. Few entire cargoes have been shipped, but small parcels of oak, ash, hickory, &c., are frequently sent along with pine cargoes. The great obstacle in the way of extensive shipments of oak is the costly and annoying transportation to Darien, it being necessary to attach it to pine or lighter woods to prevent it from sinking. Those of our business men who have any experience in this line are of the opinion that in order to engage in the shipment of oak a liberal investment of capital for flats, tow-boats, &c., would be necessary, but the unsatisfactory state of affairs produced by the insufficiency of water on the bar does not tend to encourage any such investment.		
Hides	1,000 0[illegible]	[illegible]0
About five hundred hides have been exported annually coastwise.		

Commercial statistics of the port of Darien, Georgia—Continued.

Articles, &c.	Average annual value.	Total value from January 1, 1875, to January 1, 1886.
Brick factory:		
Messrs. Todd & Huntington, out of a clay brought from Sansavilla about 25 miles from Darien, manufacture an excellent brick. The clay is brought from Sansavilla in flats and the brick manufactured here. So far the manufacture has been regulated by the local demand, but the gentlemen who have the enterprise in hand are now prepared to extend their operations. The quality of the clay has been pronounced superior by experts and the supply is practically inexhaustible. Little or nothing was done in this line prior to 1886.		
Coastwise imports, not entered in custom-house	.....	$3,965,000 00
Number of steamers (coastwise) touching at Darien, &c:		
During the years 1875, 1876, 1877, 1878, 1879, and 1880 the average annual value of coastwise imports amounted to $390,000.		
The years 1881, 1882, 1883, 1884, and 1885 show an average annual value of $325,000.		
During the first six years the number of steamers trading between points up the river—Brunswick, Savannah, and Darien—touching at Darien on an average two hundred and forty times a year, with a gross average tonnage of 63,000 tons per annum.		
Now about one hundred and fifty landings are made, and the average tonnage amounts to about 40,000 tons annually.		
Farm products:		
The annual value of the farming industry is estimated at $7,000. All farm products are disposed of at home	$7,000 00	.....
Value of the stevedore business:		
1875, $92,787; 1876, $129,057; 1877, $139,275; 1878, $125,745; 1879, $104,550; 1880, $161,512; 1881, $151,258; 1882, $97,828; 1883, $102,826; 1884, $116,170; 1885, $92,189. Showing the total value of the eleven years to be	.....	1,313,197 00
Value of the towage business:		
1875, $19,875; 1876, $24,766; 1877, $27,452; 1878, $25,165; 1879, $21,400; 1880, $23,763; 1881, $32,957; 1882, $24,548; 1883, $22,987; 1884, $22,151; 1885, $18,439. Showing the total value for the eleven years to be	.....	263,503 00
Value of the pilotage business:		
Pilotage on foreign vessels for last eleven years amounted to..$109,509 Pilotage on coastwise vessels for last eleven years amounted to. 82,250	.....	191,759 00

Arrivals and clearances of vessels at Darien, Ga., from January 1, 1875, *to January* 1, 1886.

ARRIVED.

Year.	Coastwise.			Foreign ports. American vessels.			Foreign ports. Foreign vessels.			Total.			Greatest draught.
	No.	*Tons.*	*Crew.*	*No.*	*Tons.*	*Crew.*	*No.*	*Tons.*	*Crew.*	*No.*	*Tons.*	*Crew.*	*Feet.*
1875	77	28,063	647	....	.....	.....	92	47,600	1,198	169	75,663	1,845	22
1876	65	23,105	611	....	.....	.....	124	70,368	1,897	189	93,473	2,508	21
1877	104	54,827	1,257	3	674	22	99	50,913	1,231	206	106,414	2,510	20
1878	61	29,264	641	2	1,051	20	126	60,109	1,628	189	90,424	2,289	20
1879	58	23,275	487	3	1,199	25	115	57,710	1,407	176	82,184	1,919	19½
1880	66	21,539	489	1	668	13	134	68,072	1,608	201	90,279	2,110	19½
1881	101	40,619	849	3	1,220	29	162	84,456	1,991	266	126,295	2,869	19½
1882	117	48,208	999	1	453	9	90	51,421	1,155	208	100,082	2,163	19
1883	95	38,173	815	....	.....	.....	93	49,790	1,135	188	87,963	1,950	19
1884	81	34,412	714	2	606	16	92	50,178	1,133	175	85,196	1,863	19
1885	78	27,763	682	2	652	16	80	42,587	975	160	71,002	1,673	18½

CLEARED.

1875	22	12,214	328	11	4,055	97	104	55,759	1,372	137	72,028	1,797	22
1876	39	9,300	270	4	1,553	32	180	87,489	2,263	223	98,342	2,565	21
1877	44	13,209	314	4	842	21	169	92,795	2,154	217	106,846	2,489	20
1878	28	7,842	181	6	3,009	62	149	83,385	1,947	183	94,236	2,190	20
1879	40	14,052	301	7	2,765	57	125	65,433	1,538	172	82,250	1,896	19½
1880	55	17,076	393	7	3,589	72	168	84,172	2,016	230	104,837	2,481	19½
1881	80	28,492	617	8	3,120	70	184	95,353	2,164	272	126,965	2,851	19½
1882	93	34,098	709	6	1,962	46	115	63,525	1,434	214	99,585	2,189	19
1883	66	25,019	519	9	3,533	72	108	56,411	1,340	183	84,963	1,931	19
.....	50	20,637	457	11	3,977	85	119	66,337	1,478	189	90,951	2,020	19
...	46	16,649	339	8	3,354	62	98	52,742	1,198	152	72,745	1,599	18½

Timber shipments from Port of Darien, Ga., from January 1, 1875, to January 1, 1886.

Year.	Foreign.		Coastwise.		Total.	
	Number of superficial feet.	Value.	Number of superficial feet.	Value.	Number of superficial feet.	Value.
1875	41,447,024	$557,524	10,992,600	$181,377 00	52,439,624	$738,901 00
1876	60,762,000	735,099	8,370,000	138,105 00	69,132,000	873,204 00
1877	64,378,000	776,856	11,888,100	196,153 65	76,266,100	973,009 65
1878	59,697,124	716,365	7,057,800	116,453 70	66,754,924	832,818 70
1879	47,217,818	566,613	12,646,800	208,672 20	59,864,618	775,285 20
1880	74,612,520	895,350	15,368,500	253,578 60	89,981,020	1,148,928 60
1881	65,420,876	785,050	25,642,800	423,106 20	91,063,676	1,208,156 20
1882	36,639,379	439,672	30,688,290	506,355 30	67,327,579	946,027 30
1883	42,385,000	508,620	22,517,100	371,532 15	64,902,100	880,152 15
1884	50,656,000	607,872	18,573,300	306,459 45	69,229,300	914,331 45
1885	40,101,000	501,262	14,984,100	247,937 65	55,085,100	749,199 65
	583,316,741	7,090,283	178,729,300	2,949,730 90	762,046,041	10,040,013 90

COMMERCE.

Year.	Value of exports.	Value of imports.	Total collections.
1880	$1,621,904	$5,600	$11,806 72
1881	1,137,496	3,356	18,980 02
1882	1,073,008	1,025	11,254 19
1883	969,834	2,334	11,067 37
1884	1,038,185	11	9,688 20
1885	860,500	.....	2,350 01

The Altamaha is the most important river in Georgia, lying entirely within the boundaries of that State. It is formed by the confluence of the Oconee and Ocmulgee. Its length is 155 miles, with a southeasterly course, and it empties into the Atlantic Ocean through Altamaha Sound, below the town of Darien.

PROJECT OF IMPROVEMENT.

The project contemplates the establishment of a steamboat channel of 80 feet width and 3 feet depth at low-river stage, the cost of which was very roughly estimated at $60,000. This will probably need to be increased, as stated in previous reports. The estimate provides for the removal of about 10,500 cubic yards of rock, of an old wreck and pile obstructions, and of several thousand snags, all in the fresh-water reaches of the river; and also for the dredging of about 8,000 cubic yards of material in the vicinity of Darien. The cost of improving localities where sand-bars occur is included in the estimate, but the latter is but roughly approximate in that respect.

CONDITION OF THE RIVER AND EFFECTS OF THE WORKS.

An examination of the works at Beard's Bluff Bar was made in the last month of the fiscal year, but the river being at a high stage a close inspection was impossible. From soundings taken, the training-wall seemed to be in good order except that in the central portion the crest appeared to have lowered somewhat, from what cause could not then be ascertained. The shore protection was damaged in some parts. The works had done good service, however; the channel had more than the required depth of water.

While the upper reach, from the head of the Altamaha to Piney Bluff, is generally in good condition, complaints have recently been made that some bowlders interfere with navigation at Town Bluff and Piney Bluff, the same places where passages were cut through the rock-ledges some years ago. This matter will be investigated when a new appropriation has been made, and when the river is at a sufficiently low stage.

At Golden Grove Bar, near Piney Bluff, and at "Hell's Shoals," about 17 miles lower down, rock reefs and bowlders are reported as requiring early attention.

The lower reaches of the river, from Darien to Steamboat Cut, 55 miles, have been well cleared of obstructions by the snag-boat Toccoa. Higher up, to Ohoopee White

Bluff, 115 miles from Darien, a good deal of snagging work has been done, but more is yet required. It is also necessary to make a cut at Bug's Suck, and enlarge the cut-off made by the river at Doctor Creek; and it is thought that wing-dams must be constructed for the removal of shoals at Sansavilla Landing, at Ohoopee White Bluff, Ohoopee Cut, and Marrowbone Bar; Cooper's Bar, 6 miles above Darien, especially needs improvement; there is scarcely any water over it at low tide.

With any funds that may become available, improvements will be made at the points named above, in the order of their importance.

Total amount appropriated for this work to date	$55,000 00
Amount (estimated) required for completion of existing project	30,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, ten thousand dollars.

The Chattahoochee River rises in the northern part of Georgia, flowing past the town of Columbus, the proposed head of navigation, where the river forms the boundary line between Georgia and Alabama, the town of Eufaula, Ala., and other towns, to Chattahoochee, Fla., where it unites with Flint River to form the Apalachicola.

The City of Columbus, situated on this river, has a population of 10,123 inhabitants, according to the census of 1880.

Commercial statistics for year ended June 30, 1886.

Number of steamboats employed in the commerce of this river	9
Valuation	$124,500
Tonnage	1,270
Draught, in feet	2 to 5

During the year ending June 30, 1886, these boats carried in freight as follows:

Commercial fertilizers	tons	9.064
Iron	do	240
Cotton	bales	52,580
Grain	bushels	189,760
Lumber	feet	250,000
Merchandise	bales	2,560
Merchandise	barrels	662,400
Live stock	head	420
Total valuation		$8,440,928
Total valuation of freights		90,620
Total valuation of passenger traffic		36,400
Aggregate valuation of river business		8,567,948
Aggregate value in 1885		7,945,948

The large increase in our river's business for the present year is mainly caused by the improved condition of the river as caused by Government appropriations, thus enabling our boats to run the year through, and by connections with railroad points below to offer through rates for cotton and merchandise to and from all points east and north in competition with our local railroads, thus increasing very materially the amount of business to our boats, and enabling the merchants on the river to compete in freights with other points not so favorably located.

The present plan of improvement, adopted in 1873, contemplates a low-water channel 4 feet in depth and 100 feet in width from Columbus, Ga., to Chattahoochee, Fla., a distance of 223½ miles, by the removal of snags and other obstructions from the channel and overhanging trees from the banks, by cutting a channel through the rock shoals and deepening sand-bars by scour.

The expenditure up to the present time of $188,857.40 has resulted in securing a fair navigable channel between Chattahoochee and Eufaula at all seasons of the year, and between Eufaula and Columbus at all times except during the prevalence of extreme low water.

During the past fiscal year a new steam snag-boat has been completed and equipped for work on the Chattahoochee River at a total cost of $12,000, the engines, machinery, and other parts of the old boat having been introduced into the new one, except such as were found to be worthless.

Forty-six logs, snags, and trees were removed from the channel. The principal work done has been the excavation of a channel through Uchee Shoals, where 4,473½ cubic yards of rock and 11 cubic yards of sand have been removed, the distance worked over at that point being 5,000 feet.

The funds remaining on hand, together with the appropriation asked for, can be profitably expended in continuing the work of excavation upon the rock-reef between Eufaula and Columbus, and in the employment of the new snag-boat for the removal of logs and other obstructions. The work has been in charge of Assistant Engineer P. M. Slaughter.

The value of the working plant upon this improvement is estimated at $20,002. When worked to its full capacity an annual expenditure of $20,000 is required; a less expenditure with the present working plant is injudicious. With an increase of plant about $40,000 can be profitably expended during the fiscal year ending June 30, 1888.

This improvement is at several points of a permanent character, the bottom of the river being of rock, and the banks not subject to erosion. At other points the river has a movable bottom and caving banks, and the improvement will have, with an annual expenditure for maintenance and repair, that degree of permanence which works of contraction can give to such a stream.

Total amount appropriated for this work to date	$217,923 00
Amount (estimated) required for completion of existing project	162,228 69
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving Coosa River, Georgia and Alabama: Continuing improvement, thirty thousand dollars.

This river, which is formed by the confluence of the Oostenaula and Etowah rivers, near Rome, Ga., by its confluence with the Tallapoosa in Alabama, forms the Alabama River.

The commercial statistics for this river for the fiscal year 1884-'85 are as follows:

Cotton	bales	25,000
Grain, hay, and flour	tons	3,500
Guano	do	2,500
Miscellaneous merchandise	do	5,000
Lumber	feet B. M.	4,500,000
Passengers	number	8,500

In addition to the above, about 24,000,000 feet B. M. yellow-pine lumber was rafted to the mills on the river.

In 1876 an appropriation was made for improving the Coosa River between Rome and the Selma, Rome and Dalton Railroad Bridge, which dates the beginning of the improvement of this river according to the present project. This project contemplates the improvement of the river between these points, overcoming the more serious obstructions by locks and dams and the lesser rock shoals and sand and gravel bars by rock excavation and by works of contraction respectively. This plan has been carried out to the present time without material change or modification.

The expenditure of $417,396.06 up to the present time has resulted in the improvement of the water channel above Greensport by straightening it and widening it and increasing the depth from 16 inches to a minimum of 2 feet. Below Greensport the work of lock and dam navigation to overcome the more serious obstructions is nearly completed. This will open the river to navigation as far down as the head of Broken Arrow Shoals, and was nearly completed during the past season when the exhaustion of the appropriation compelled the abrupt cessation of work.

The condition of the work on June 30, 1886, was as follows:

Lock No. 1: Lock and dam completed and gates set up.

Lock No. 2: Masonry for lock and dam completed and gates framed.

Lock No. 3: Masonry for lock (except coping) and dams completed and gates framed.

Lock No. 4: Stone quarried and dressed, except coping.

During the month of April, 1886, the Coosa River, in the vicinity of this work, rose to a height of 6½ feet above the highest known water-mark up to that time. Very little damage was done to the work beyond the floating off of some of the gate-timbers, the greater part of which were recovered, and dislodging a small quantity of riprap-stone. The total damage is estimated at $1,000.

The funds remaining on hand, together with the appropriation asked for, can be profitably expended during the fiscal year ending June 30, 1888, in continuing the improvement between Rome, Ga., and the Selma, Rome and Dalton Railroad Bridge, Alabama.

The value of the working plant upon this improvement is estimated at $6,895, but the work is of such character that a trifling increase in the plant is sufficient to increase very greatly the amount of work. With the present working plant, worked to its full capacity, an annual expenditure of $75,000 is required; a less expenditure with the present working plant is injudicious. With an increase of plant, the completion of the work within the limits of the present project can be effected by an expenditure of $150,000, unless extraordinary delays should be incurred in the acquisition of title to the land.

The original estimate of cost of this improvement is $560,663. To this must be added the cost of improving about 29 miles of the river between Greensport and Gadsden, not included in any survey or estimate; also the increased cost of the better class of work adopted in the construction of the locks and dams, as well as the cost of removing obstructions which accumulate annually in the river channel, and the maintenance of the works. Below Greensport the improvement is of a permanent character, consisting of locks and dams. Above Greensport the river has generally a moderate slope and banks not easily eroded, but in places a movable bottom, where works of contraction are required. The improvement of this part of the river will have that degree of permanence which attaches to works of contraction under such circumstances. An annual expenditure will be required for removing obstructions from the channel and for maintaining the works.

The primary object of this improvement is to open the river from Rome to the Coosa coal-fields, in the vicinity of Broken Arrow. The present local business on the river is therefore an incomplete exhibit of the importance of this improvement.

Total amount appropriated for this work to date	$462,896 06
Amount (estimated) required for completion of existing project	96,968 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	97,000 00

Improving Flint River, Georgia: Continuing improvement, ten thousand dollars; of which sum three thousand dollars are to be expended between Albany and Montezuma, and seven thousand dollars below Albany.

The census of 1880 gives for the counties bordering upon this river within the limits of the proposed improvement a total assessed valuation of real and personal property amounting to $13,451,611, and a total taxation of $156,016.

Commercial statistics.

Number of boats employed in the commerce of this river	10
Valuation	$126,000
Tonnage	1,400
Draught, in feet	2 to 5

During the year ending June 30, 1886, these boats carried in freight as follows:

Commercial fertilizers	tons	6,542
Iron	do	206
Cotton	bales	22,760
Grain	bushels	27,680
Lumber	feet	4,730,000
Merchandise	bales	760
Merchandise	barrels	189,700
Live stock	number head	64
Turpentine	barrels	3,000
Resin	do	15,000
Square and round timber (by raft)	feet	3,000,000

Total valuation	$3,185,274
Total valuation of freights	$40,700
Total valuation of passenger traffic	$27,000
Aggregate valuation of river business	3,252,974
Aggregate value in 1885	3,234,163

The large increase in our river business for the present year is mainly caused by the improved condition of the river as caused by Government appropriations.

This river rises in the western part of Georgia, near the city of Atlanta. It flows past Montezuma, Albany, Newton, and other towns to Chattahoochee, Fla., where it unites with the Chattahoochee to form the Apalachicola River. The plan of improvement made pursuant to an examination and survey of the river in 1872 and 1873, modified after further examination in 1880, contemplates a low-water navigable channel 3 feet in depth and 100 feet in width from the mouth of the river to Albany, Ga., a distance of 105 miles, and a navigable channel for light-draught steamers at a moderate stage of water from Albany to Montezuma, an estimated distance of 100 miles. The work to be done consists in the removal of snags and other obstructions from the channel and overhanging trees from the banks, the scouring of bars by works of contraction, and cutting of the prescribed channel through the rock-reefs.

The expenditure up to the present time of $94,919.87 has resulted in securing a fair navigable channel at low water from Chattahoochee to Tea Cup Shoals, about 19 miles below Albany, at which point operations were suspended at the close of last working season, and an improved high-water channel between Montezuma and Warwick, 40 miles above Albany.

The original estimate of cost of this improvement is, from Chattahooche, Fla., to Albany, Ga., $184,862; from Albany to Montezuma, Ga., $15,000. To the latter estimate should be added the cost of removing the annual accumulation of obstructions due to freshets in the upper river; this requires a constant annual expenditure. For the lower river the work is principally upon the rock bottom of the river, and is of a permanent character.

Total amount appropriated for this work to date	$116,866 76
Amount (estimated) required for completion of existing project	83,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving Ocmulgee River, Georgia: Continuing improvement, four thousand dollars.

The census of 1880 gives, for the counties bordering upon this river within the limits of the proposed improvements, a total assessed valuation of real and personal property amounting to $17,876,408, and a total taxation of $272,180.

COMMERCIAL STATISTICS.

An effort has been made to obtain commercial statistics from parties presumably in the navigation of this river, but none have been received. In 1885 the following-named steamboats were employed in the navigation of the river:

Ida, Colville, Mary Jeter, Wadley, Mary Cooper, North State, and Cumberland. These boats then carried about 6,800 barrels of turpentine, 28,000 barrels rosin, and about 3,200 tons of cotton, provisions, &c. In addition to this, about 30,000,000 feet of lumber (B. M.) was rafted down the river.

The Ocmulgee River rises in the northwestern part of Georgia, flows past the towns of Macon, Ga., and Hawkinsville, Ga., and unites with the Oconee River about 10 miles below Lumber City, to form the Altamaha. The State of Georgia has expended about $60,000 for the improvement of this river. The first examination and survey by authority of the United States was made in 1852, and another in 1875. Subsequent to this a plan of improvement was adopted which contemplates the removal of obstructions from the channel and cutting through rock shoals so as to obtain a navigable channel 60 feet in width and 4 feet in depth at low water from Macon, Ga., to the Oconee River.

At the close of last season's work it was found that the snag-boat in use on this improvement was completely worn out, not worth repairing, and not worth the cost of keeping over for another season. At the same time the appropriation was exhausted; it was therefore concluded to condemn the boat, and it was sold at public auction in November, 1885, leaving the improvement without any working plant.

Before work can be resumed it will be necessary to provide a working plant, and it is recommended that this be a steam snag-boat of small size, costing, with her equipment, about $10,000, to be used in common for the Ocmulgee and Oconee rivers.

The original estimate of cost of this improvement is $112,480. To this must be added the cost of removing obstructions brought into the channel since the date of this estimate by the annual freshets. This river has a movable bottom, and caving banks, which are covered with timber. The improvement will have that degree of permanence which attaches to works of contraction under such circumstances. An annual expenditure will be required for the maintenance of the work and the removal of fresh obstructions.

Total amount appropriated for this work to date	$64,500 00
Amount (estimated) required for completion of existing project	48,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	[illegible]

Improving Oconee River, Georgia: Continuing improvement, four thousand five hundred dollars.

This river rises in Northeast Georgia, flows past Milledgeville and Dublin, Ga., and joins the Ocmulgee in the southern part of the State, forming the Altamaha. The State of Georgia has expended about $35,000 for its improvement.

Commercial statistics for year ending June 30, 1885.

In 1835 the following-named steamboats were employed upon this river:

	Tons.
Laurens	190
Wadley	190
Ida	250
Mary Cooper	150
North State	180

These boats carried during that year about 4,400 barrels of turpentine and about 6,000 tons cotton, merchandise, provisions, &c., besides which about 20,000,000 feet of lumber were rafted down the river.

The first examination of the river, by authority of the United States, was made in 1874, and a plan of improvement adopted, contemplating the removal of obstructions from the channel, and blasting through rock reefs where necessary, in order to secure a depth of about 3 feet at low water from Milledgeville to the Ocmulgee River. The work done up to the present time, under this plan of improvement, at an expenditure of $23,499.22, has resulted in enabling steamboats to navigate the river at a stage of water 4 feet lower than that at which navigation was practicable before the improvement was commenced.

No work was done during the past fiscal year owing to the exhaustion of the appropriation for this improvement.

At the close of last season's work it was found that the snag-boat in use on this improvement was completely worn out; not worth repairing, and not worth the cost of keeping over for another season. It was therefore concluded to condemn the boat, and it was sold at public auction in November, 1885, leaving the improvement without any working plant.

Before work can be resumed it will be necessary to provide a working plant; and it is recommended that this be a steam snag-boat of small size, costing, with her equipment, about $10,000, to be used in common for the Oconee and Ocmulgee rivers.

The appropriation asked for can be profitably expended in the construction of this snag-boat, paying one-half the cost, and in continuing the work of removing obstructions from the river channel.

Total amount of appropriation for this work to date	$32,500 00
Amount (estimated) required for completion of existing project	17,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	17,500 00

Improving Savannah River below Augusta, Georgia: To complete improvement, twenty-one thousand dollars.

This improvement is located in the collection district of Savannah, Ga. Savannah is the nearest port of entry. Amount of duties collected in 1885, $45,132.40.

Arrivals and clearances of vessels and commerce at Savannah, Ga., from January 1, 1873, *to December* 31, 1885.

ARRIVED.

Years.	Coastwise.			Foreign ports.						Total.			Greatest draught.*
				American vessels.			Foreign vessels.						
	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.	
													Feet.
1873	463	381,595	11,934	34	16,140	383	213	119,316	2,999	710	517,051	15,316	17.50
1874	418	354,700	10,048	66	41,030	847	284	182,517	4,232	768	578,247	15,127	17.50
1875	370	310,877	10,102	67	39,298	781	222	145,748	3,290	659	495,923	14,173	17.50
1876	355	320,015	10,348	58	40,832	987	260	169,649	3,865	673	530,496	15,200	17.75
1877	333	379,826	10,867	54	40,948	951	287	168,247	3,950	674	589,021	15,768	18.25
1878	322	385,532	10,688	61	45,208	1,576	326	235,787	5,814	709	666,527	18,078	18.50
1879	319	411,794	8,235	30	21,994	439	279	198,040	3,960	628	631,828	12,634	17.75
1880	338	446,881	9,996	14	7,724	170	244	172,224	3,533	596	626,829	13,699	18.33
1881	383	508,422	11,069	21	10,729	237	254	151,463	3,474	658	670,614	14,780	19.00
1882	391	544,448	12,605	11	4,865	106	204	115,061	2,718	606	664,374	16,429	19.00
1883	380	468,226	10,659	10	4,115	90	160	87,025	1,965	550	559,366	12,714	18.25
1884	388	482,917	13,735	14	5,632	116	287	174,676	3,984	689	663,225	17,835	19.00
1885	395	493,610	14,622	12	5,058	125	251	163,321	3,416	658	661,989	18,163	20.75

CLEARED.

1873	466	398,050	13,749	65	30,102	689	224	129,164	3,194	755	557,316	17,632	17.50
1874	480	467,295	12,748	71	40,397	822	229	145,038	3,437	780	592,730	17,007	17.50
1875	319	284,831	9,376	72	39,311	804	195	128,086	2,924	586	452,228	13,104	17.50
1876	410	361,999	11,222	80	49,483	1,163	185	119,699	2,827	675	531,181	15,212	17.75
1877	400	439,370	12,081	65	44,829	1,066	161	103,342	2,589	626	587,541	15,736	18.25
1878	378	418,956	10,475	64	40,128	1,255	260	183,757	5,375	702	642,843	17,105	18.50
1879	365	442,734	8,834	36	24,891	497	223	156,470	3,129	624	624,095	12,460	17.75
1880	310	434,864	10,108	26	12,536	271	242	168,255	3,440	578	615,655	13,8[illegible]5	18.33
1881	369	508,422	11,458	22	13,052	253	261	180,579	3,745	652	702,053	15,456	19.00
1882	350	506,213	11,917	23	9,155	205	209	135,375	3,023	582	650,743	15,145	19.00
1883	355	415,720	9,780	10	4,115	90	165	87,400	2,015	530	507,235	11,885	18.25
1884	360	452,802	13,363	15	5,634	131	288	194,075	4,315	663	652,511	17,809	19.00
1885	414	502,773	14,672	20	8,722	148	228	154,858	3,344	662	666,353	18,164	20.17

COMMERCE.

Years.	Value of exports.	Value of imports.	Duties collected.	Years.	Value of exports.	Value of imports.	Duties collected.
1873	$29,850,275 00	$890,664 00	$160,011 77	1880	$49,297,981 25	$660,974 00	$78,458 41
1874	50,500,945 94	788,220 00	110,492 74	1881	47,448,117 00	952,512 00	356,550 22
1875	46,004,295 60	511,818 00	61,625 44	1882	48,349,033 00	657,255 00	61,148 70
1876	41,236,581 00	511,528 00	58,163 36	1883	50,890,937 00	567,182 00	65,245 34
1877	33,569,981 00	564,937 00	34,959 93	1884	50,934,184 00	606,434 00	49,147 28
1878	41,793,477 71	505,596 00	23,364 35	1885	42,253,397 00	513,286 00	45,162 40
1879	44,980,070 89	378,782 00	27,778 73				

The project for improving the river recommended in my report of December 22, 1880, comprises the following works:

(1) Narrowing the river by low wing-dams where excessive widths produce or maintain bars.

(2) Aiding the accumulation of silt between the wing-dams by light hurdle traverses.

(3) Protecting the banks where needed by thin, flexible, brush mattresses weighted *with stone*, or in some other suitable manner.

(4) Cutting off projecting points of land.
(5) Removing existing pile obstructions.
(6) Removing snags, floating timber, and overhanging trees.
(7) Aiding the formation of the low-water channel in a few localities by dredging.

The object of the plan of improvement is to procure a low-river channel of not less than 5 feet, and the cost of the work is estimated at $91,000.

The following is a brief description of the work done thus far:

At Gardner's Bar, opposite the lower part of the city of Augusta, five wing-dams were built, extending a length of about 2,000 feet along the left, or South Carolina, bank. They reduce the width of the river, originally averaging 650 feet, to 350 feet. The right, or Georgia, shore, just below Gardner's Bar, is high and abrupt, and had been caving for many years. At eight points of this bank revetting works, similar to the dams, were constructed. They aggregate 1,375 feet in length, and protect 3,200 feet of shore-line.

At Course's Bar, 1 mile below Gardner's Bar, four wing-dams, with their land-ends resting upon the left bank, were built, and one dam from the right bank. These dams reduce the width of the river in the same manner as the works at Gardner's Bar.

The shallow crossing at Sand Bar Ferry Bar, 4 miles below Augusta, was improved by building four wing-dams on the South Carolina side of the river, and one dam on the Georgia side, with the necessary shore protections.

A set of wing-dams was built at Blue-House Bar, 6 miles below Augusta. Two of the dams were arranged as a pair opposite to each other, a third dam was built above, and a fourth below, starting from the right and left bank of the river, respectively. They reduce the width of the river from 700 feet to 400 feet.

The operations of the snag-boat Toccoa extended from Cooney Cut Bar, 8 miles below Augusta, to Saxon's Landing, 134 miles lower down. They comprised the removal of 540 snags, 54 piles, 11 large cypress stumps, 536 leaning trees, and the wrecks of several flat-boats.

With any funds that may be made available, it is recommended to build wing-dams similar to those already constructed at points lower down the river where required, and to continue the work of removing snags, floating trees, and other obstructions from the channel-way. The Savannah River from Augusta to Savannah form a convenient and economical transportation route for agricultural products and merchandise, and by securing a better low-river depth in the channel of navigation large tracts of country on both sides of the river and above Augusta will be materially benefited.

It is desirable that a sufficient appropriation should be made by Congress to complete the existing project.

Total amount appropriated for this work to date	$70,000 00
Amount (estimated) required for completion of existing project	21,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	21,000 00

Improving Apalachicola River, Florida: Continuing improvement, one thousand dollars.

Apalachicola River is in the collection district of Apalachicola, which is the nearest port of entry. Nearest light-house, Cape Saint George Light. Nearest fort, defenses of Pensacola, Fla. Amount of revenue collected during fiscal year, $1,320.

Commercial statistics port of Apalachicola, Fla., for year ending June 30, 1886.

ARRIVED.

Class, &c.	Coastwise.		Foreign.	
	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Sailing vessels	28	27	63	45
Total tonnage	8,896	7,911	34,936	23,357

CLEARED.

[illegible] vessels	32	35	68	87
[illegible]onnage	10,593	11,134	38,335	20,343

Commercial statistics, port of Apalachicola, Fla., &c.—Continued.

Value of exports and imports and duties collected.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Value of exports	$266,000 00	$164,000 00
Value of imports	1,512 00	2,883 00
Duties collected	985 00	1,320 00

ADDITIONAL INFORMATION AND STATISTICS OF WHICH NO OFFICIAL RECORD IS KEPT IN CUSTOM-HOUSE.

Number of steamers on river, 6, of which one arrives at Apalachicola about every day.

Number of small coaling vessels, from 20 to 300 tons, that enter this port for cargo, of which no official record is kept (for 1886), 150.

Merchandise shipped coastwise for 1886, $1,500,000.

Merchandise received for Apalachicola and up the river, $1,000,000.

The Apalachicola River is formed by the junction of the Chattahoochee and Flint rivers, at the southwestern corner of the State of Georgia, and runs in a southerly direction through the State of Florida, emptying into Saint George's Sound at the city of Apalachicola, passing through a very low, swampy country, which is annually overflowed by the freshets from the Chattahoochee and Flint rivers, rendering the land comparatively useless for agricultural purposes for a great distance on either side. There is, however, a quantity of fine timber, mostly cypress and pine, along its banks, and as it has a number of tributaries extending far into the country, among them Chipola River, Canada, Owl, Fort Gadson, Smith, and Brinsley creeks, a fine means is given of rafting it to Apalachicola, where two (now four) mills of large capacity are kept in constant operation.

The importance of this river has increased since then by a steady growth of the settlement along its banks, especially of the town of Apalachicola, at its mouth.

Cotton is grown along the banks and turpentine and resin shipped.

PROJECT OF IMPROVEMENT.

The project consists in securing a channel 100 feet wide and 6 feet deep at low water, by removing snags and overhanging trees, as well as widening and straightening Moccasin Slough.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

Work was done during August and September by hired labor, using the United States snag-boat belonging to the Pease Creek improvement and a hired steamboat for towing.

The boat arrived August 10, and work was begun at a point about 1½ miles above Moccasin Slough, and had progressed up the river about a mile, when a rise in the river made further effective work impossible for the time. The appropriation being nearly exhausted, it was determined to stop for the season. The snag-boat was towed back to the Withlacoochee River, and there laid up September 29. During the operations 110 snags and logs, varying in length from 40 to 80 feet, were removed.

The balance available and the appropriation asked are to be used in preserving the improvement by the removal of obstructions according to project.

Total amount appropriated for this work to date	$40,500 00
Amount (estimated) required for preservation of improvement, annually	2,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	2,000 00

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, seven thousand five hundred dollars.

This river rises in Southeastern Alabama, and flows in a southerly and southwesterly direction past the towns of Newton, Geneva, and Caryville (the crossing of the Pensacola and Atlantic Railroad), emptying into the Choctawhatchee Bay, whence Santa Rosa Sound connects it with Pensacola Harbor.

No commercial statistics for the year 1886 obtainable.

The river flows through a rich agricultural country, in a region which contributes, by means of this river and Santa Rosa Sound, a large proportion of the lumber transported from Pensacola. The States of Alabama and Florida have appropriated $40,000 heretofore for the improvement of the river from Geneva to its mouth. The present plan of improvement, made pursuant to an examination, under authority of an act of Congress approved in 1871, and a subsequent examination under an act approved March 3, 1879, was adopted in 1872 and modified in 1880, and contemplates the improvement of the river from its mouth to Newton, a distance of 252 miles, so as to obtain a low-water navigable channel.

The expenditure of $71,645.95 up to June 30, 1886, has resulted in giving 4½ feet of water in the channel, except during low water, as far as Jones's Old Ferry, 27 miles above Geneva, and 2 feet of water in the channel as far as Pates Creek at a medium stage of water. During high water 4 feet can be carried to this point.

During the past fiscal year 8,787 snags, logs, and overhanging trees were removed, clearing the river of obstructions for a distance of 32 miles. The work has been in charge of Assistant Engineer W. A. Gould.

It is proposed to apply the funds remaining on hand and the appropriation asked for to the further improvement of this river by the removal of logs and snags from the channel and cutting through rock shoals and removing bars by works of contraction.

The value of the working plant upon this improvement is estimated at $2,410. When worked to its full capacity an annual expenditure of $15,000 is required; a less expenditure with the present working plant is injudicious. With an increase of plant about $30,000 can be profitably expended during the fiscal year ending June 30, 1888.

The original estimate of cost of this improvement as amended in 1880 is $122,832. The limited appropriations have compelled slow progress of the work, and the annual accumulation of obstructions, due to freshets in the river, have been added to the work contemplated by the estimate.

Total amount appropriated for this work to date	$86,955 00
Amount (estimated) required for completion of existing project	35,832 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Conecuh-Escambia River, Florida and Alabama: Continuing improvement, five thousand dollars; no part of which is to be used above Indian Creek.

The census of 1880 gives, for the counties bordering upon this river, a total assessed valuation of real and personal property amounting to $5,649,647, and a total taxation of $118,767.

COMMERCIAL STATISTICS.

During the fiscal year ending June 30, 1886, this stream has carried down 4,140,000 cubic feet of sawn timber, 1,008,000 cubic feet of hewn timber, 90,000 saw logs, and 3,500 cedar logs.

During the season of high water occasional trips were made by steamboats between Pensacola, Bluff Springs, and Andalusia, transporting merchandise and agricultural products.

Under the name of Conecuh River, this stream rises in the southeastern part of Alabama and flows past the towns of Andalusia, Brewton, and Pollard to the Florida State line, where the name changes to Escambia River, and the stream continues southward to Pensacola Bay. It flows through a very extensive lumber district of long-leaf yellow pine, contributing largely to the export trade of Pensacola.

The plan of improvement for this river, adopted pursuant to partial examinations and surveys made in 1878 and 1879, contemplates the removal of snags and sunken logs and other obstructions from the channel, closing cut-offs, and cutting through the rock shoals from the mouth of the river in Pensacola Bay to Indian Creek, a distance of 273 miles, for the purpose of facilitating the movement of logs and rafts down the river, affording at the same time facilities for steamboat navigation.

Up to June 30, 1886, the expenditure of $38,953.64 has resulted in dredging a channel through the bar at the mouth of the river, and in the removal of obstructions to navigation, so that at the present time the river is navigable at ordinary stages of water for steamboats drawing 5½ feet of water from Ferry Pass to Skinner's Landing, a distance of 17 miles, and for boats drawing 3 feet to the Alabama State line. Above this point, the channel has been improved sufficiently to give increased facilities to the commerce of the river.

It is proposed to apply the funds remaining on hand and the appropriation asked for to the continuation of the work of improvement by the removal of logs, snags,

and other obstructions from the channel, closing cut-offs, and cutting through rock shoals.

Total amount appropriated for this work to date	$52,019 50
Amount (estimated) required for completion of existing project	35,376 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving La Grange Bayou, Florida: Continuing improvement, one thousand dollars.

The La Grange Bayou extends about 2 miles in a northeasterly direction from the north side and near the head of Choctawhatchie Bay, and into it flows Cedar Creek, a deep stream from 90 to 160 feet wide, on which is situated the town of Freeport, 1½ miles above the bayou.

La Grange Bayou is in the collection district of Pensacola, Fla. Pensacola, Fla., is the nearest port of entry. Pensacola light-house, Pensacola navy-yard, Forts Pickens, Barrancas, and McRee are situated near the entrance to Pensacola Harbor.

No commercial statistics for the year 1886 obtainable.

The plan of improvement adopted was made pursuant to an examination of this bayou in 1881, under an act of Congress approved March 3, 1881, and contemplates the deepening of the channel through the bayou so as to admit the passage of vessels drawing 4½ feet at mean low water, the work to be done by dredging.

Up to June 30, 1886, there has been expended on this work the sum of $2,000, allotted from the appropriation of $20,000 made by an act approved August 2, 1882, for the improvement of the Choctawhatchee River, Florida, the two improvements being closely related. The result has been to secure a channel 5 feet in depth at mean low water.

During the past fiscal year no work has been done, no appropriation being available. It is proposed to expend the appropriation asked for in widening the existing channel and in removing the remaining obstructions.

Total amount appropriated for this work to date	$4,000 00
Amount (estimated) required for completion of existing project	3,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	3,000 00

Improving Manatee River, Florida: Continuing improvement, five thousand dollars.

Manatee River is in the collection district of Key West, which is the nearest port of entry. Nearest light-house, Egmont Key Light. Nearest fort is Fort Jefferson, Florida.

Port of Manatee, Fla.

Coastwise.	Arrived.		Cleared.	
	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Steamers	208	216	207	218
Sailing vessels	75	39	76	39

The shipments of lumber, fruits, vegetables, and cattle are carried on from the river.

Manatee River rises in the southern part of Florida and flows in a westerly direction, emptying into Tampa Bay on its southern shore. On its banks exist several small settlements, among which may be mentioned Palma Sola, Manatee, Braiden Town, and Hendry. Along its banks settlers have established themselves, and the amount of fruits and vegetables raised is quite large. Along its headwaters and in the country lying between it and the Caloosahatchie River and Pease Creek are found fine cattle ranges.

PROJECT OF IMPROVEMENT.

The proposed improvement consisted in forming a channel, by dredging, 100 feet wide and 13 feet deep at mean low water, from Tampa Bay to Shaw's and McNeill's points, a distance of about 4 miles. The available depth before improvement was 8 feet.

OPERATIONS UP TO JUNE 30, 1885.

Dredging was begun on this improvement March 26, 1883, and continued until April 14, 1883. It was again resumed February 18, 1884, and continued until April 25, 1884, when all work ceased, and no further work has been done, owing to lack of funds.

During this time one cut was made 2,150 feet in length, 1,750 of which has a width of 60 feet and a depth of 12½ feet, and 400 feet has a width of 35 feet and a depth of 12½ feet; 21,269 cubic yards of material were removed.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

On July 1, 1884, there were no funds available for this work, and no appropriation has been made since. In consequence no work has been done.

It is proposed to use the appropriation asked for in extending, widening, and deepening the channel by dredging, according to the project.

Total amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	50,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving channel over the bar at the mouth of Saint John's River, Florida: Continuing improvement, one hundred and twenty-five thousand dollars.

This improvement is located in the collection district of Saint John's. Jacksonville is the nearest port of entry. Nearest light-house is Saint John's River Light. Nearest fort is Fort Clinch. Amount of duties collected in fiscal year 1886, $2,398.28.

Port of Jacksonville, Florida.

ARRIVED.

Class, tonnage, &c.	Coastwise.		Foreign.	
	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Steamers	107	123	.....	5
Sailing vessels	221	228	20	27
Total tonnage	114,919	119,280	1,978	3,896
Total of crews	4,338	8,057	137	329

CLEARED.

Steamers	112	115	.....	3
Sailing vessels	177	177	36	36
Total tonnage	100,037	109,721	5,808	6,323
Total of crews	4,091	4,407	245	349

Value of exports and imports and duties collected.	June 30, 1884, to June 30, 1885.	June 30, 1885, to June 30, 1886.
Value of exports	$54,071 32	$42,241 55
Value of imports	35,376 54	72,007 60
Duties collected	473 86	2,398 28

There are now ready nearly 2,000 miles of railway in operation in the State of Florida, every mile of which has direct connection with one or the other of the six railways which center at Jacksonville or with the great tributary, the Saint John's River.

Freight handled during 1885:

Inward freights	tons	214,029
Outward freights	do	36,274
Total		250,303
Orange shipments by rail	boxes	403,157
Orange shipments by steamers	do	123,481
Total		526,638
Vegetable shipments	crates	200,000
Strawberry shipments	do	200,000
Shipments of fish and oysters valued at		$65,000

The entire crop of oranges in Florida during 1885 was nearly 1,000,000 boxes. It will thus be seen from the above statement that fully one-half the Florida freight business is at present tributary to Jacksonville as the port of the Saint John's River.

The amount paid by the Jacksonville merchants during 1885 for Eastern freights exclusively was $241,079.77.

PROJECT OF IMPROVEMENT.

The plan of improvement essentially consists in the construction of two low jetties, built of riprap stone, supported by a foundation mattress or platform of logs with a mattress hearting, wherever found practicable, to reduce the cost of the work

Of the two plans discussed, which differed from each other in magnitude and probable effects, the more comprehensive one has been adopted. This plan provides for the construction of two long jetties, starting from the opposite shores of the entrance and extending seaward across the bar. It was intended thereby to establish a mid-channel depth of 15 feet at mean low water. The usual available low-water depth over the bar in its unimproved condition was 6 feet, more or less, with a mean rise and fall of tides of about 5 feet. The cost of this project was estimated at $1,306,409.

In order to secure the full benefit of an increased low-water depth on the bar, as contemplated by the project, it will be necessary to improve some defective reaches of Saint John's River between the bar and the city of Jacksonville, the cost of which has been approximately estimated at $120,000.

These additional works are considered to be properly the subject of a special project and appropriation. If it should be finally decided to include them under the general head, "Improvement of Saint John's River," the estimate of the cost of the project given above must be correspondingly increased.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

South jetty.—Twenty-eight and ninety-three one-hundredths cubic yards of stone were placed on low parts of the jetty.

North jetty.—Fourteen mattresses, with an aggregate length of 1,339 feet and a width of from 50 to 100 feet, were placed in the line of the jetty, to which must be added 374 feet of shore protection. These were ballasted with 3,910.98 cubic yards of stone.

CONDITION OF THE WORK JUNE 30, 1886, AND EFFECTS ON THE BAR.

The south jetty has a length of 836 feet completed to an average height of 2 feet above mean low water, and a total length of 6,715.42 feet.

The north jetty has a length of 374 feet, with an average height of 18 inches above mean low water, and a total length of 4,330.74 feet.

Should there be funds available, it is proposed to extend and raise the north jetty, to move its shore end to high-water mark, properly protecting it from future storm action, and as soon as safe to close the sailing gap in the south jetty.

Total amount appropriated for this work to date	$675,000 00
Amount (estimated) required for completion of existing project	631,409 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	600,000 00

Improving Suwanee River, Florida: Continuing improvement, two thousand five hundred dollars.

Suwanee River is in the collection district of Cedar Keys, Fla., and Cedar Keys is the nearest port of entry. Nearest light-house is Cedar Keys Light. Ne[illegible] Fort Marion, Florida.

No commercial statistics for the year 1886 obtainable.

The Suwanee River rises in the southern part of Georgia, near the Okefinokee Swamp, and, flowing in a general southerly direction, empties into the Gulf of Mexico, a few miles north of Cedar Keys. The portion surveyed with a view to its improvement extends from Ellaville to its mouth. The country adjacent is well wooded, and the chief trade is in pine, cypress, and cedar timber. Cotton, sirup, and the minor farm products are also sent to market at Cedar Keys.

PROJECT OF IMPROVEMENT.

The proposed improvement consists in deepening the bar at the passes by dredging, the removal of snags and overhanging trees along the river, and deepening and improving the channel at various places by the removal of rocks, snags, and construction of dams, so as to strengthen, widen, and deepen the channel. The depth to be obtained is 5 feet through the bars at the passes for a width of 150 feet, and up the river as far as Roland's Bluff, at a distance of 74 miles. From there up to Ellaville, a distance of 50 miles, the depth is to be 4 feet and the width 60 feet.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

Four thousand five hundred and eighty-two cubic yards of material were removed, making a channel 1,406 feet long, 60 feet wide, and 5 feet deep at mean low water.

The distance from deep water in the Gulf through the East Pass to the deep water in the river is 15,600 feet. As reported above, a channel 5,835 feet long has been opened through this, with a mean low-water depth of 5 feet, and a width of 60 feet. There remains to be dredged here a distance of 9,765 feet where there is an average depth of 3½ feet.

No work has been done in the river above this point.

The balance on hand, and the appropriation asked for will be expended in carrying on the existing project.

Total amount appropriated for this work to date	$23,000 00
Amount (estimated) required for completion of existing project	32,158 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	32,000 00

Improving Withlacoochee River, Florida: Continuing improvement, two thousand five hundred dollars.

Withlacoochee River is in the collection district of Cedar Keys, Fla., which is the nearest port of entry. Nearest light-house, Cedar Keys Light. Nearest fort is Fort Marion, Florida.

No commercial statistics for the year 1886 obtainable.

The project adopted is to improve the river by the removal of snags, overhanging trees, and loose rocks, and by deepening of some of the worst shoals and a bar at the mouth of the river, so as to enable boats drawing 2 feet to navigate the river during about half the year from the mouth to Hay's Ferry, a distance of 100 miles.

The original depth of the river was from 1 to 7½ feet, with a width of from 75 to 150 feet.

OPERATIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1886.

No work has been done during the year, owing to the small balance of the appropriation remaining on hand.

It is proposed to extend the improvement up to Fort Dade.

The upper river has been reached by two railroads, the Florida Southern and the Florida Transit and Peninsula, thus increasing its importance. The principal industry is the raising and shipping of fruits and vegetables. The arrival of the railroads has given a great impetus to this business, and they seek the river as means of transportation to the roads.

The money now available is to be used for the care and preservation of the public property.

The appropriation asked for is to be applied to extending the improvement under the existing project.

Total amount appropriated for this work to date	$13,500 00
Amount (estimated) required for completion of existing project	10,400 00
t that can be profitably expended in fiscal year ending June 30, 1888	10,400 00

Improving Alabama River, Alabama: Continuing improvement, ten thousand dollars.

The census of 1880 gives for the counties bordering upon this river, within the limits of the proposed improvement, a total assessed valuation of real and personal property amounting to $25,520,752, and a total taxation of $461,681.

This stream is formed by the junction of the Coosa and Tallapoosa Rivers, 18 miles above Montgomery, Ala., in the central portion of the State, and flows southward past the town of Selma, uniting with the Tombigbee to form the Mobile River, which empties into Mobile Bay. This river, with its principal tributary, the Coosa, now under improvement, offers a continuous line of water transportation from Rome, Ga., to the Gulf of Mexico, flowing through the coal and iron deposits of Alabama and the cotton belt.

The plan of improvement for the Alabama River, adopted in 1870, contemplates a channel 200 feet in width and 4 feet in depth at low water from its mouth, 50 miles above Mobile, Ala., to Wetumpka, Ala., a distance of 323 miles. Before the improvement was commenced, the channel had a lowest depth of about 2 feet on some of the shoals, and was obstructed by snags and overhanging trees.

The expenditure up to June 30, 1886, of $129,714.12, has resulted in opening 20 miles of the lower river, below the cut-off, before inaccessible during low water, and rendering that part of the river below Montgomery, Ala., easy of navigation during ordinary low water.

During the past fiscal year but little work could be done, except the pulling of snags and logs washed in since the previous season over the worst portion of the river, the appropriation being insufficient for the further extension of the work of improvement. An excellent working plant for this river is on hand, and with sufficient appropriations can be made to do efficient work. In the absence of such appropriations, this plant will decay before any adequate return has been had for the expenditure in providing it. The work done was principally in the vicinity of Gardner's Island, between Montgomery and Selma, at which point a brush dam was constructed, closing one of the chutes and concentrating the water into a new channel, offering a greater assurance of permanency.

It is proposed to expend the funds remaining on hand and the appropriation asked for in the employment of the present working plant for removal of snags and other obstructions from the channel, and in the constrution and repair of contraction works upon other shoals in this river.

Total amount appropriated for this work to date	$144,934 25
Amount (estimated) required for completion of existing project	84,741 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, fifty thousand dollars.

The work is in the collection district of Mobile, and Mobile is the port of entry.

The commercial advantages expected from the improvement are:

I. The reduction of freight rates due to the competition between river and rail, amounting, as estimated in former reports, to not less than $50,000 annually on the present business of the Warrior Valley.

II. Doing away with the uncertainty, irregularity, and in great measure the risk heretofore attendant upon river transportation, thus inducing increased business at less cost.

III. The utilization of the river as a channel for coal transportation to the Gulf. Coal from the Warrior Valley now reaches Mobile by rail at a charge of $2.10 per ton. By river this charge would be reduced fully $1.25, so that coal could be sold at Mobile as low as $2.50 per ton.

The plan of improvement recommended was by the use of locks and dams, at an estimated cost of $1,200,000, and an appropriation of $200,000 was asked for to begin the work with.

The river is at present navigable at high water only, and even then sufficiently dangerous to put a stop to all commerce on the river, although barges have been frequently floated down to Mobile loaded with coal.

The river and harbor act of July 5, 1884, appropriated $50,000 for the improvement of the portion of this river from Tuscaloosa to Daniel's Creek, a section embraced in the survey.

A survey for the purpose of locating locks and dams and to furnish data for the preparation of detailed plans and estimates was commenced in September, 1884, and report, with plans and estimates based thereon providing for a system of

movable dams, was submitted December 19, 1885. On January 25, 1886, a Board of Engineer Officers was ordered to convene to consider and report upon the project.

The Board met at Tuscaloosa, Ala., February 10, 1886, but did not approve the method, and recommended the improvement to be prosecuted under ordinary slack-water system, with locks and fixed dams.

Work was then commenced on preparation of plans and estimates for new project, which have been completed.

Should the locations, plans, and estimates under consideration be approved, it is proposed to apply the balance available and any amount that may be appropriated in prosecuting the work in accordance with those plans. The object of this improvement is especially for the transportation, in barges, of coal from the Warrior coal fields. The enormous quantity of coal in the country through which this river flows, and its excellent quality and accessibility, prove conclusively the importance of the early completion of this improvement, rendering it available for the use of the General Government, the people of the Gulf States, and the steamers of all nations employed in the commerce of the Gulf.

Total amount appropriated for this work to date	$106,250 00
Amount (estimated) required for completion of existing project	463,854 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	463,854 00

Improving Tallapoosa River, Alabama: Continuing improvement, four thousand dollars.

This river rises in the northwestern part of Georgia and flows in a southwesterly direction past the town of Tallassee to the Alabama River, a short distance below Wetumpka.

COMMERCIAL STATISTICS.

It has been estimated that the falls at Tallassee, 2 miles above the upper limit of the proposed improvement, furnish a valuable water-power of about 6,000 horse-power, of which about one-eighth is now utilized, and that this improvement will furnish transportation for cotton and merchandise to the value of $1,700,000, and probably more, should the improvement of the river lead to a full development of the water-power at Tallassee. It is not known that any vessels have been employed in the navigation of this river during the past fiscal year.

The plan of improvement, pursuant to an examination and partial survey of this river made by an act of Congress approved June 14, 1880, contemplates obtaining a navigable channel from the mouth of the river to the foot of Tallassee Reefs, 2 miles below the town of Tallassee, a distance of 48 miles, with a least depth of 3 feet and width of 60 feet at low water. This is to be accomplished by the removal of snags, logs, &c., from the channel, cutting overhanging trees from the banks, the cutting of the prescribed channel through the rock-reefs and the removal of bars by works of contraction.

The expenditure up to June 30, 1886, of $23,441.46 has resulted in the partial improvement of the channel in the lower portion of this river, but the work has not progressed sufficiently to affect navigation.

During the past fiscal year 2,423 snags, logs, and overhanging trees were removed, clearing the river of obstructions for a distance of 12½ miles. Continued high water interfered quite seriously with operations.

It is proposed to apply the amount on hand and the appropriation asked for to the employment of the present working plant in the removal of snags and logs from the channel and cutting overhanging trees, in continuation of the present method of improvement.

The value of the working plant upon this river is estimated at $6,950. When worked to its full capacity an annual expenditure of $15,000 is required; a less expenditure with the present working plant is injudicious. With an increase of plant about $30,000 can be profitably expended during the fiscal year ending June 30, 1888.

The original estimate of cost of this improvement is $40,125. To this must be added the cost of removing obstructions brought into the river channel by freshets since the date of the original estimate. This river, within the limits of the proposed improvement, has generally a movable bottom and caving banks, with, however, a moderate slope. The improvement will have that degree of permanence which can be given by works of contraction to rivers having such characteristics. An annual expenditure will be required for the removal of obstructions constantly accumulating in the channel and for the maintenance of the works.

Total amount appropriated for this work to date	$32,473 00
Amount (estimated) required for completion of existing project	15,107 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Warrior River, Alabama: Continuing improvement from Tuscaloosa to Demopolis, nine thousand dollars.

Commercial statistics for the year ending June 30, 1886.

10,388 bales of cotton, valued at	$415,520
20,000 sacks of cotton-seed, valued at	15,000
General merchandise (up freight)	280,000
Total	710,520

The improvement of the Warrior was authorized by act of Congress of March 3, 1875, and the project recommended and approved was to deepen the bars, remove the snags, &c., and cut down the overhanging timber with a view of obtaining for small boats a low-water channel 80 feet in width by 4 feet in depth.

The estimated cost of the improvement was $151,103.

The work was commenced in 1875, and has been prosecuted annually for an average period of four months in each year, with results as hereinafter given.

WORK FOR THE YEAR ENDING JUNE 30, 1886.

There being but about $6,000 available for the year's work only a small force could be employed, which was stationed at Buzzard's Bar, 98 miles from the mouth of the river.

The work needed here was to slope and revet a caving bank.

The river here has a separate high-water and low-water channel. During the high stages the main current is over the bar and the summer channel, being in quiet water, fills up. As the water falls in the spring there comes a time when, before the chute scours out, the water on the bar becomes shoal and for a brief period there is no navigable channel, although the river is at a good boating stage, 6 to 8 feet above low water. Instances of this kind occur elsewhere, but the special difficulty in this case is that the receding bank (which has lost 200 feet since 1874) and the advancing point just above the chute have made a very abrupt turn necessary in order to enter the chute, and the case is aggravated as the bank yields, threatening to make the entrance impracticable for tows, if it is not already so.

The treatment proposed was to slope and revet the caving bank and afterwards to open a channel through the bar, allowing, and if necessary assisting, the summer chute to close up permanently.

The most essential work, and a necessary preliminary to bar improvement, being the removal of snags and logs, together with the cutting of overhanging timber, the means at hand have been every year largely, and in some seasons wholly, devoted to the prosecution of this work, which has proved of much greater magnitude than expected.

The original project called for the improvement of 94 bars and reefs, covering an aggregate distance of 14 miles out of a total length of river (Tuscaloosa to Demopolis) of 140 miles. Forty-nine bars, occupying an aggregate length of 4.64 miles, have been worked upon during those seasons in which the funds available were sufficient to equip and employ a force for this purpose.

The original estimate of snags to be removed, made from actual count of those in sight, was a little less than 1,100, while up to this time over 7,700 have been taken out. More than 8,400 trees have also been cut from the banks. The work of removing snags and logs has been repeated several times over a great part of the river. This has been made necessary from the obstructions caused by the trees that are every year thrown into the river by land-slides and caving banks. It has also happened in many cases that after clearing a chute from logs, other underlying logs, becoming disengaged, would after awhile rise at one end and form fresh obstructions.

With the funds available for expenditure during the fiscal year ending June 30, 1887, it is proposed to continue the work of bank revetments, and probably complete it so far as it is at present needed. In connection with this work bar improvements and snagging will be carried on to such an extent as the requirements of the other works will permit.

The improvements thus far made have lowered the navigable stage fully 3 feet. This was demonstrated practically last fall by a steamer which made the trip to Tuscaloosa and returned with 600 bales of cotton on a stage hardly 2 feet above low water, the boat drawing at the time 4½ feet.

Total amount appropriated for this work to date	$116,388 41
Amount (estimated) required for completion of existing project	34,714 62
Amount that can be profitably expended in fiscal year ending June 30, 1888	34 714 62

Improving Tombigbee River, Alabama and Mississippi: Continuing improvement, nine thousand dollars; to be expended below Vienna, six thousand dollars; and between Vienna and Fulton, three thousand dollars.

Commercial statistics, Tombigbee River.

86,426 bales of cotton, valued at	$2,557,040
5,000,000 feet timber, valued at	40,000
25,000 barrels rosin, valued at	50,000
5,500 barrels turpentine, valued at	82,500
1,500 cords stave timber, valued at	10,000
60,000 pipe staves, valued at	7,200
General merchandise (up freight), valued at	2,000,000
	4,746,740

The immediate commercial advantage that may be expected upon the completion of the improvement will arise, not so much from the increased amount of business done upon the river, as from the reduction of freight charges on the whole traffic of the Tombigbee Valley. When the freight tariff shall be regulated by competition between rail and river, maintained perennially, the advantage to the community of the improved river is to be measured by the amount of business affected by competition rates, and this will be all the transportation business of the Tombigbee Valley, whether handled by river or rail.

The project adopted for improvement was to open a low-water channel of navigable width having a minimum depth of 4 feet to Demopolis, and 3 feet thence to Columbus. From Columbus to Fulton the river was to be cleared of snags and overhanging trees for its improvement during the boating stages, open river navigation at low water not being considered practicable. The estimated cost of the improvement was $205,000.

The present condition of the river is as follows:

First. *From Fulton to Vienna.*—From Fulton to Columbus, 177 miles, the proposed improvement has been completed, and the river is navigable down to a stage of 4 feet above low water. From Columbus to Vienna the river is navigable on a 2-foot rise for boats drawing 3 feet.

All of the river, except about 3 miles near Pickensville, has been well cleared of logs, of which 4,280 have been taken out. Twenty bars that originally afforded a depth of 12 to 20 inches have been improved, and the depth increased to 3 feet. Five of these, however, have partially shoaled again from runbars, and will need further work. Fifteen bars of 18 to 24 inches depth remain unimproved, and prevent low-water navigation.

Second. *Below Vienna.*—Four thousand one hundred and fifty-two snags and logs have been removed, and the banks well trimmed of overhanging timber. This work, together with the bar improvements made, has given safe navigation with 3 feet depth at ordinary low water to Demopolis. On a 1-foot rise this depth can be carried to Kirkpatrick's, 260 miles, and on a 2-foot rise to Vienna. Eight bars below Demopolis, having originally a depth of 18 to 28 inches, have been improved, and a depth of 4 feet obtained, but in two cases the gain has been partially lost. In both cases the depth can be readily restored.

Between Demopolis and Vienna fourteen bars have been improved, on eleven of which a depth of 3 feet has been secured. Fifteen bars below Demopolis and thirty above remain to be improved before the channel will have the depth designed in the project. Until this is done the full benefit of the improvements made will not be felt. The railroad bridge at Jones's Bluff gives a difficult and unsafe passage for descending boats in consequence of a projecting rock bluff above the bridge, which closes one draw-opening and throws a cross-current through the other.

It is proposed to use the funds available for expenditure during the year ending June 30, 1887, above Vienna in completing the snagging and bank trimming over the unfinished 3 miles below Pickensville, and afterwards to take out the scattering logs that have accumulated between that point and Columbus during the past two or three years. Bar improvements will also be continued so far as the means afforded will permit.

Below Vienna it is proposed to complete the work of bar improvement between Mobile and Demopolis, or so much of it as may be found practicable.

The cost of the annual revision of the work for the maintenance of the improvement is estimated at $8,000.

Tombigbee River from Fulton to Vienna.

(estimated) required for completion of existing project	$6,000 00
hat can be profitably expended in fiscal year ending June 30, 1888	6,000 00

Tombigbee River below Vienna.

Amount (estimated) required for completion of existing project	$12,888 38
Amount that can be profitably expended in fiscal year ending June 30, 1888	12,888 30
Total amount appropriated for the work to date	186,110 08

Improving Big Sunflower River, Mississippi: Continuing improvement, three thousand dollars; of which one thousand dollars to be expended between Woodburn and Lehartan.

COMMERCIAL STATISTICS.

During the fiscal year boats have not gone higher up than William's Landing, about 210 miles above the mouth, to which point the river has been navigable since January 1, 1886. Johnsonville has been the upper limit of low-water navigation. The river has been navigable the entire year, and two steamboats have plied in the stream; the Headlight, drawing 4½ feet of water, loaded, with a carrying capacity of 195 tons, made 31 trips, and the Evergreen, drawing 3½ feet, loaded, with about half the capacity of the former, made 49 trips.

The following are the freights carried:

Cotton	bales	9,000	Staves	number	400,000
Cotton-seed	sacks	37,000	Cattle	head	1,000
Hides	pounds	7,000	Hogs	do	400
Wool	do	7,000	Lumber and timber	feet, B. M.	5,000,000
Tallow	do	7,000	Wood	cords	1,200

Return freights, 2,500 tons, general merchandise and plantation supplies; estimated value, $350,000.

This river has its source in Mud Lake, Coahomo County, Mississippi; flows in a southerly direction, and enters the Yazoo River about 55 miles above the mouth of the latter. During extreme high water it is navigable to Clarksdale, Miss., 280 miles above the mouth. Faisonia, 144 miles from the mouth, is ordinarily considered the head of low-water navigation.

An examination was made by the United States in 1878, and the plan adopted for the improvement consisted in building wing-dams, where necessary, to scour a channel of from 3 feet to 40 inches depth, and the removal of snags, sunken logs, and leaning timber obstructing navigation, at an estimated cost of $66,000.

Work was begun in 1879, at which time a boat could not make a trip under ten days, and often fifteen days. After the completion of the work of 1884–'85, it was not a difficult matter to make a trip in six days at the lowest stages. In 1879 there were but 18 or 20 inches of water on the crossings at Oliphant's Bar (eleven in all); during the low-water season of 1884, at no time was there less than 33 inches on the same, and on some of them over 3 feet. The work, however, is not permanent, as, owing to sliding and caving banks and the formation of new bars, obstructions to navigation are added from time to time.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of snags, logs, and overhanging trees obstructing navigation, and the construction and repair of wing-dams where required.

Total amount appropriated for the work to date	$47,000 00
Amount (estimated) required for completion of existing project	19,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	15,000 00

Improving Noxubee River, Mississippi: Continuing improvement, two thousand five hundred dollars.

This river rises in Oktibbeha County in this State, and flowing in a southeasterly direction empties into the Tombigbee River. The only town of any importance on this river is Macon, which is situated about the center of Noxubee County.

COMMERCIAL STATISICS.

The commerce taking advantage of the improved condition of the river during the fiscal year 1884–'85 could be ascertained only for the following items: 500 bales of cotton, 50 tons cotton-seed, 60 cords firewood, 5,000 staves, down-stream, and 30 tons general merchandise return freight.

The project adopted was to afford a navigable channel for nine months in the year, from its mouth to the town of Macon, by the removal of overhanging timber from the banks, and such obstructions to navigation as might be found in the river.

The estimated cost was $65,245.25.

Work during this fiscal year was commenced at a point 12½ miles above the mouth, and the river cleared to a point 27½ miles above, a distance of 15 miles. The condition of the improvement at the end of the fiscal year is a partially-improved channel the entire distance from the mouth of river up to Macon, and wholly from Macon to a point 28 miles below, and from the mouth to a point 27½ miles above, giving a river 55½ miles wholly and 36 miles partially improved.

The amount of work done during the fiscal year is itemized as follows:

Snags, logs, stumps, &c., removed	3,512
Trees trimmed	273
Overhanging limbs cut	641
Trees cut	760
Drifts removed	3

Any amount that might be made available in the future would be expended in completing the improvement of the 36 miles now only partially improved and in removing the snags and logs that have accumulated in that portion wholly improved since work was suspended.

Total amount appropriated for this work to date	$45,000 00
Amount (estimated) required for completion of existing project	20,245 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	20,000 00

Improving Pascagoula River, Mississippi: Continuing improvement, including bar at the mouth, and from there to the mills at Moss Point, sixteen thousand five hundred dollars.

Statistical statement of commerce of the port of Pascagoula, Miss., for the fiscal year ending June 30, 1886.

Vessels.	Entrances.		Clearances.	
	No.	Tons.	No.	Tons.
Foreign	58	35,719	60	36,825
Coastwise	67	14,609	81	14,716
American	29	5,918	29	5,265
Total	154	56,246	170	56,806

Fees	$1,185 51
Duties on imports	7 20
Tonnage dues	1,648 71
Hospital collections	105 00
Miscellaneous	17 23
Total collections	2,963 65
Exports to foreign ports	386,084 33
Imports of foreign goods	36 00

The plan adopted was the dredging of a channel 200 feet wide, 7 feet deep at mean low water, through the bar at the mouth of the river, and the removal of snags and overhanging trees throughout its entire length, at an estimated cost of $53,800.

At the commencement of the work there were from 3 feet to 3½ feet on the bar at mean low water, and the river was much obstructed by snags, logs, and overhanging trees.

The result of this work up to the 30th of June, 1886, has been to secure a navigable channel from the mouth of the river to one-half mile above "Dead Lake," 50½ miles, for vessels drawing 6½ feet, and to the junction of the Leaf and Chickasaha for vessels of lighter draught during six or eight months of the year.

It is proposed to expend such funds as may be appropriated for the fiscal year ending 1887, in continuing the work of improvement as heretofore prosecuted, re-

moving such logs, &c., from the river, from Moss Point to Dead Lake, as may have lodged during the suspension of the work, and reworking that portion between Dead Lake and the junction partially improved during last fiscal year.

Total amount appropriated for this work to date	$30,000 00
Amount (estimated) required for preservation of improvement	2,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	2,500 00

Improving Pearl River, Mississippi: Continuing improvement, ten thousand dollars.

The work is located in the collection district of New Orleans, La. The nearest light-house is on the Rigolets, opposite the mouth of West Pearl River. The nearest forts are Forts Pike and Macomb, located in the Rigolets, near the light-house.

Commercial statistics for year ending June 30, 1886.

Character of vessels.	American.	Foreign.	Tonnage.
Ships	1	.....	600
Barks	.....	3	1,400
Brigs	2	.....	600
Schooners	54	.....	9,400
Total	57	3	12,000

Number of vessels employed lightering lumber from Pearl River, Mississippi.

Character of vessels.	No.	Tons.
Steamers	6	250
Schooners	18	720
Barges	3	240
Total	27	1,210

Statement of lumber shipped from Pearl River.

Direction.	Superficial feet.
Shipped to exportation	20,287,967
Shipped to dealers	24,050,000
Shipped to foreign and coastwise	9,226,829
Total	53,564,796

Imports via Pearl River.

Articles.	Tons.
Mahogany and cedar	1,500
Dye-woods, &c	550
Hemp	250
Bones	400
Total	2,700

Statement of vessels employed on Pearl River below Jackson.

Character of vessels.	Number.	Tonnage.
Steamboats	6	590

Statement of staple articles transported on Pearl River below Jackson to and from New Orleans, La., and to saw-mills near the mouth.

Articles.		Number.
DOWN-STREAM.		
Cotton	bales	2,500
Rice	barrels	1,200
Rosin and turpentine	do	2,200
Staves	number	8,000
Fire-wood	cords	3,500
Saw-logs	number	130,000
UP-STREAM.		
Fertilizers	tons	5,000
Grain	do	380
Machinery, &c	do	140
General merchandise	do	20,000

IMPROVEMENT OF PEARL RIVER, MISSISSIPPI, BELOW JACKSON.

The original project for improving this part of the river was adopted in 1880, the object being to obtain a navigable channel 5 feet deep, at low water, from Jackson down to the mouth by the removal of snags, stumps, roots, and sunken trees, and the clearing of the banks of overhanging trees, at an estimated cost of $95,940.

Congress, by act approved July 5, 1884, included the bar at the mouth of the river, the rough estimate of the cost of improvement of which is $20,000.

During the fiscal year ending June 30, 1886, operations were continued from June 30, 1885, to March, 1886. The work consisted in widening and deepening a cut-off three-fourths of a mile above the head of West Pearl, removing snags, overhanging timber, and log-jams, and partially closing 8 sloughs and run-out bayous on that section of the river from the head of West Pearl to the mouth of Homes Bayou.

The condition of this part of the river has been greatly improved by the work done, particularly Homes Bayou, which before the improvement had always been considered the worst part of the whole river, steamboats taking from six to eight days to pass through, while since the improvement they go through in four hours. The river below Homes Bayou to the mouth has not been improved.

The condition of the cut-off near the head of West Pearl has greatly changed and improved during the year. It is widening and deepening. The only obstacle that seems to prevent steamboats from using it during high water is the very strong current, which boats are unable to stem. It can be reasonably expected, however, that when, either by washing and scouring or by additional work, this cut off has attained a minimum width of, say, 150 feet, and the same depth as found above or below, the current will not be any stronger than is found in other parts of the river.

A number of sand-bars and shoals that had formed within the last six years below the cut-off are now deepening on account of the increased volume of water and current due to the opening of the cut-off above. Nearly all the jetties and dams constructed and piles driven heretofore across a number of run-out bayous, between the head of West Pearl, East Pearl, and Homes Bayou, have been damaged.

The condition of the river above the cut-off as far as Jackson, Miss., is about the same as when left by the contractors, and can be navigated only safely on a 6 or 7 foot rise.

The benefits derived by the improvement of the river effected up to June 30, 1886, are as follows:

Greater security to navigation between New Orleans, La., and Jackson, Miss., and reduced freights on merchandise and produce.

A large proportion of the cotton, merchandise, &c., were before the improvement hauled from Georgetown, Columbia, Monticello, and other towns and settlements located on the river to the nearest railroad station on the Illinois Central and Northeastern railroads, a distance of from 20 to 40 miles

Freight on a bale of cotton shipped in this way to New Orleans, La., was $4.60; a barrel of flour shipped in this way from New Orleans to Columbia or Monticello, $2.

Freight on a bale of cotton shipped down the river by boats, delivered at New Orleans, La., costs now $1.50; a barrel of flour, 60 cents; other freights in proportion.

This shows there is a very large reduction and saving in freights by river competition by the improvement of the river.

It is proposed to apply the amount appropriated for the next year to the deepening and widening of the cut-off situated near the head of West Pearl River, to the closing effectually of Fan Slough, Parker's Bayou, Twin Bayou, and Little Homes Bayou, and the improvement of the river between Homes Bayou and the mouth and that part of the river above the cut-off near the head of West Pearl, towards Jackson, Miss., so as to obtain a 2-foot channel at low water as far up as the amount available will permit.

It is desired by mill-owners and those interested in the lumber business on the river to obtain a 12-foot channel over the bar. After vessels cross the bar there is sufficient water up to the mills to load down to 12 feet.

The estimated cost of dredging a channel 12 feet deep at mean low tide over the bar at the mouth of East Pearl River is $20,000.

Owing to the caving in of banks after freshets, as also to the shifting of the channel, the improvements so far made and contemplated will not be permanent.

An annual appropriation of $5,000 would be sufficient to maintain the river in the condition contemplated by the plan of improvement.

The amount asked for this work is in excess of the original estimate.

The reasons are as follows:

First. The survey of the river upon which the original estimate was based was made at a stage 10 feet above low water. The result was a decided underestimate of the amount of work and cost.

Second. A large portion of the work was done by contract, and so done by the contractors as to require reworking.

Third. The obstructions forming each year of snags, sunken logs, and overhanging trees requiring removal were not included in the original estimate, but are included up to date in the proposed modification of existing project. The extent of the anticipated excess is $50,000.

Total amount appropriated for this work to date	$93,125 00
Amount (estimated) required for completion of proposed modification of existing project	70,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

IMPROVEMENT OF PEARL RIVER, MISSISSIPPI, BETWEEN EDINBURG AND CARTHAGE.

The original project for the improvement of this part of the river is to afford a high-water channel from Edinburg to Carthage, a distance of 24¾ miles, for six or eight months of the year, at an estimated cost of $13,464.

Considerable benefit was derived from the work so far done, as shown by the fact that before the improvement the time consumed by the steamer ascending the river from Carthage to Edinburg averaged six days, while after the partial improvement the steamer made several trips in twelve hours.

The condition of the improvement on June 30, 1886, was such as to allow boats of 3½ feet draught of water to navigate the river between Edinburg and Carthage with comparative safety on a rise of 8 feet above low water.

Before the improvement, most of the produce and merchandise had to be hauled by wagons between Edinburg and railroad stations, a distance of from 40 to 60 miles.

The reduction and saving in railroad freights by river competition due to improvement is considerable, as shown by the following exhibit: Freight on a barrel of flour from Mobile, Meridian, or New Orleans, delivered at Edinburg, was, before the improvement, $2; now it is 60 cents. The saving in freight on a ton of fertilizer is $5, on a bale of cotton $4. It is estimated that the aggregate saving in freights annually to the farming interests of the county adjoining the river, due to the improvement, will not fall short of $30,000.

Commercial statistics.

Articles.		Number.
UP-STREAM.		
Fertilizers	tons	140
Machinery, &c	do	200
General merchandise	do	200
Grain	do	120
DOWN-STREAM.		
Cotton	bales	750
Wool	do	90
Staves		7,000
Poultry, eggs, &c	dozens	1,330
Saw-logs		8,500
Firewood	cords	300

Total amount appropriated for this work to date	$4,750 55
Amount (estimated) required for completion of existing project	10,964 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

IMPROVEMENT OF PEARL RIVER, MISSISSIPPI, FROM JACKSON TO CARTHAGE.

The original project for the improvement of this part of the river consisted in the removal of snags, logs, and overhanging trees, and to afford a channel of navigation 5 feet deep at a low stage of the river from Jackson to Carthage, a distance of 105 miles, at an estimated cost of $21,000.

This amount is not sufficient to clear the river of obstructions so as to give safe navigation during a low stage of water.

The original estimate should be increased $29,000.

The reason for the increase in the expenditure over the original estimate is that the examination was made at a high stage of water, when many of the obstructions could not be seen, and the estimates were based on the report of the examination.

Before the improvement, even during high water, steamers could not make more than two trips a month between Jackson and Carthage, while since the improvement boats make four and five trips a month.

The condition of the river on June 30, 1886, was as follows: 12 miles from Carthage down-boats of 3-feet draught of water can navigate with comparative safety at a stage of river 4 feet above ordinary low water.

In the other part of the river, down to Jackson, boats can navigate on a 6-foot rise above ordinary low water.

Total amount appropriated for this work to date	$20,750
Amount (estimated) required for completion of existing project	29,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000

Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand dollars.

This bayou is a branch or tributary of the Yazoo River. It rises in Swan Lake, Washington County, Mississippi, flows in a southerly direction, parallel to the Mississippi River, and enters the Yazoo about 12 miles above its mouth. The bayou is about 85 miles long; the fall is very slight, and the lower portion is filled at high water from the backing up of the waters of the Mississippi River, and is navigable then for small steamboats, which run up the stream from Vicksburg.

COMMERCIAL STATISTICS FOR YEAR ENDING JUNE 30, 1886.

The bayou was navigable from February to May, inclusive, during the past fiscal year. One steamboat, of 200 tons and drawing 3½ feet loaded, towing a barge of 150 tons, drawing 4 feet loaded, made 4 trips into the stream. Another steamboat, of 150 tons and drawing 3½ feet loaded, towing three barges, one of 200 tons and the others 300 tons each, drawing from 3½ to 5 feet of water, made 9 trips.

The following freights were carried:

Cotton	bales	1,200
Cotton-seed	sacks	59,200
Hides	pounds	1,000
Wool	do	1,200
Cattle	head	150
Hogs	do	100
Lumber and timber	feet, B. M.	3,000,000
Wood	cords	1,000
Rreturn freights, consisting of general merchandise and plantation supplies, estimated value		150,000

The only appropriation for this improvement was made by river and harbor act of July 5, 1884, $2,500.

The work done consisted in the removal of the principal obstructions only. Operations were begun at the foot of Swan Lake and continued down-stream to the mouth. After reaching Murray's Ferry, about 44 miles above the mouth, the stream was at such high stage that work had to be confined principally to the removal of leaning trees, which was continued until the funds were exhausted. This work has benefited high-water navigation principally. Much remains to be done before navigation at medium stages can become practicable and profitable.

The upper part of the bayou and the borders of Lake Washington and Swan Lake furnish the products which are shipped through it. The lower portion is subject to overflow from backwater, and not much land in the vicinity is under cultivation.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions from the channel and banks as heretofore.

Total amount appropriated for this work to date	$5,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving Tallahatchee River, Mississippi: Continuing improvement, two thousand five hundred dollars.

COMMERCIAL STATISTICS.

The river has been navigable to Sharkey's Landing during the entire fiscal year. Seven steamboats from the Yazoo, drawing from 4 to 6 feet, loaded, and with carrying capacities ranging from 150 to 300 tons, plied in the stream, making one hundred and sixty-eight trips, or an average of twenty-four trips for each boat. Three of these boats each towed a barge of 200 tons capacity.

The following freights were carried:

Cattle	head	260
Cotton	bales	26,600
Cotton-seed	sacks	233,000
Hides	pounds	25,000
Wool	do	3,400
Tallow	do	75,000
Hogs	head	250
Lumber and timber	feet, B. M.	1,900,000
Staves	number	410,000
Wood	cords	500

Return freights of general merchandise and plantation supplies; estimated value, $750,000.

The headwaters of this river are in Tippah and Union counties, in the northern part of Mississippi. It flows in a southwesterly direction until joined by the Coldwater River, in Quitman County; thence, as the main stream, it flows in a southerly direction, and, uniting with the Yallabusha River, in Le Flore County, the two form the Yazoo River.

An examination was made by the United States, and report submitted in January, 1879. The project based thereon contemplated the removal of snags, sunken logs, and overhanging timber obstructing low-water navigation from its junction with the Coldwater to the mouth, a distance of 165 miles, and also the removal of the wreck of the steamer Star of the West, lying in the channel 8 miles above the mouth. The estimated cost of such improvement was $40,000. An additional examination was made in 1880 to obtain further information in regard to the river.

The work done has resulted in the removal of a large number of obstructions and greatly increased the capacity of the river for navigation. Previous to improvement the river was navigable from the mouth of Coldwater to the Yazoo about six months of the year. Boats from the Yazoo are now enabled to run to Sharkey's Landing, 100 miles above the mouth, during the entire year, but rarely go above that point at any stage, their owners claiming that the amount of commerce will not justify the expense of a longer trip. Many dangerous obstructions yet remain in the river, the removal of which would greatly benefit navigation. New obstructions caused by sliding and caving banks, are also continually forming, and no permanent improvement can be effected on this account. It is important, however, to planters and others living along the banks of the river that it should be kept in good navigable condition, as it is the only available outlet for their products and return of supplies.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions from the channel and banks as heretofore. Should the whole amount be appropriated, the work could be carried on in both sections of the river.

Total amount appropriated for this work to date	$27,500 00
Amount (estimated) required for completion of existing project	22,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving Tchula Lake, Mississippi: Continuing improvement, one thousand dollars.

Where the Yazoo River reaches the head of Honey Island, about 220 miles above its mouth, it divides into two branches, the westerly one retaining the name of the river, while the easterly and narrower branch is named Tchula Lake or River. The distance from the head to the foot of the island, where the two branches again unite, is about 67 miles.

COMMERCIAL STATISTICS FOR THE YEAR ENDING JUNE 30, 1886.

During the fiscal year three steamboats, drawing from 4 to 6 feet loaded, with carrying capacities of from 200 to 300 tons, navigated this stream from December to June, inclusive, carrying the following freights:

Cotton	bales	13,000
Cotton-seed	sacks	35,000

Return freights of general merchandise and plantation supplies; estimated value, $360,000.

The country along the lake is highly cultivated, and very productive plantations join one another along its banks. The amount of cotton raised annually is estimated at about 20,000 bales, which formerly was brought to market via the Yazoo River and Tchula Lake, or carried by wagons long distances to the southern division of the Illinois Central Railroad. During the year this road has begun the construction of a line from Yazoo City to the mouth of the Yallabusha River, which touches Tchula Lake at several points, and has a tap line from Tchula City to the main line at Durant, Miss. It is expected that this new line will be open for traffic next autumn, and it will no doubt transport most of the cotton which has to be marketed before navigation opens in the lake.

An examination was made by the United States in 1879, and the project based thereon contemplated the removal of snags, logs, overhanging trees, &c., obstructing navigation, to enable light-draught boats to enter the lake earlier in the season. The estimated cost of this improvement was $10,000. Work was begun in 1881 and continued in 1882 and 1884. Navigation has been greatly improved by the removal of overhanging timber, snags, &c., and boats have been enabled to enter the lake earlier and run much later during the season.

Nothing has been done since operations were suspended in February, 1885, for lack of funds.

Should an appropriation be made for the fiscal year ending June 30, 1888, it is proposed to continue the removal of bank and channel obstructions as heretofore.

Total amount appropriated for this work to date	$9,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving Yallabusha River, Mississippi: Continuing improvement, one thousand two hundred and fifty dollars.

COMMERCIAL STATISTICS.

The river was navigable from Grenada to the mouth during about six months of the fiscal year. No steamboats navigated the stream within this time, and no reliable commercial statistics could be obtained.

The Yallabusha is a small stream, about 90 miles in length. It has its source in Calhoun County, Mississippi, flows through Grenada, and Le Flore counties, and unites with the Tallahatchee at a point 3 miles above Greenwood, forming the Yazoo River.

An examination was made in 1879, and the plan of improvement consisted in the removal of snags, sunken logs, leaning timber, &c., obstructing navigation from Grenada, Miss., to the mouth, a distance of 63 miles. An examination of the river above Grenada was made in 1882, and that portion was found to be narrow, shallow, and much obstructed, and was not considered worthy of improvement. The Illinois Central Railroad Bridge and a highway bridge crossing the river at Grenada are barriers to navigation above that point. The original estimate of cost of improvement was $7,000. It was found, however, that additional funds would be required from time to time for the removal of new obstructions, caused by caving banks, &c.

The improvement was begun in 1881, and continued during 1882, 1883, and 1884, and has resulted in making the stream navigable during five or six months of the year, or at high and medium stages of water.

Should an appropriation be made for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions from the channel and banks as heretofore.

Total amount appropriated for this work to date	$11,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving Yazoo River, Mississippi: Continuing improvement, five thousand dollars.

COMMERCIAL STATISTICS.

During the past fiscal year 7 steamboats, drawing from 4 to 6 feet of water, and with carrying capacities ranging from 150 to 300 tons, plied in this stream; three of these boats each towed a barge of 200 tons capasity. The river was navigable the entire year, and the boats made one hundred and sixty-eight trips, or an average of twenty-four trips for each boat from Vicksburg to the head of the river.

A small steamer of 32 tons and 3 feet draught of water made 84 trips into the river.

The following freights were carried:

Cotton	bales	76,150	Staves	number	150,000
Cotton-seed	sacks	271,500	Cattle	do	75
Hides	pounds	27,500	Hogs	do	100
Wool	do	2,900	Lumber and timber	feet, B. M.	100,000
Tallow	do	5,000	Wood	cords	500

Return freights of general merchandise and plantation supplies, estimated value, $2,320,000.

In addition to the above, the commerce of Big Sunflower and Tallahatchee rivers, and other tributaries, passes up and down this stream.

Yazoo River is formed by the junction of Yallabusha and Tallahatchee rivers, in Le Flore County, Mississippi; it is about 264 miles in length, flows in a general southwesterly direction, through one of the richest sections of country in the South, and enters the Mississippi River 9 miles above Vicksburg.

An examination of the wrecks of gunboats, steamers, and other obstructions placed in the river during the late war was made by the United States in 1873, and a similar examination, which included the natural obstructions to navigation, was made in 1874. The project for the improvement contemplated the removal of wrecks, snags, logs, overhanging timber, &c., obstructing navigation throughout the entire length of the stream.

The results of the work done are marked. The large number of wrecks, and many natural obstructions, which limited the navigable season, have been removed, and the river is navigable throughout the entire year.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions to navigation by means of shore parties and the snag-boat John R. Meigs, as heretofore.

Total amount appropriated for this work to date	$158,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Bayou Pierre, Mississippi: Continuing improvement, three thousand seven hundred and fifty dollars.

The Bayou Pierre region is that part of the Red River Valley lying between the river proper and the pine hills on the west, and reaching from a point 2 miles below Shreveport to Grand Ecore, La. It has a southward extent of 60 and a maximum width of 9 miles.

The various attempts made by the United States are noted in the report on the improvement of Red River. The only check to the total change of the river course threatened has resulted from the formation of the raft in Bayou Pierre, which at low stages acts as a dam. Tone's Bayou now carries off at low water about one-fourth, and at high water about three-fourths, of the water of the river, and with Bayou Pierre and Bayou Winsey forms the stream which it is proposed to open as a new route for navigation.

The first obstacle to be overcome in realizing this project is the raft in Bayou Pierre, which extends 5.3 miles above and 2.8 miles below Red Bluff, at the mouth of Wallace Lake. The upper portion is fragmentary, of recent formation and loose structure, occupying in the aggregate about one-fifth of the area of water surface. That below is more nearly continuous and gradually becomes denser, until at its lower end it is solidified, turning all the water into a tangle of small streams on the east and Bennett's Bayou on the west, whence the greater part of it is re-collected in the original channel below and thence gradually spread into Lake Cunnisnia. The next notable obstruction is the flat clay bar forming the bottom of the lower half of Lake Cunnisnia.

This is from 15 to 20 feet above a line of uniform slope through the proposed route, the discrepancy being made up in rapids below Lake Pierre. There is a good channel from Le Coup, at the foot of Lake Cunnisnia, for 7½ miles, to Round Lake, a small body of open water in the midst of Lake Pierre, which is otherwise merely a cypress-brake, without any distinct channel. At least 2 miles of this would need to be penetrated in the proposed improvement. Just below Lake Pierre there were, at the date of the last examination, rapids, which I am informed are now receding into the lake. Grand or Boggy Bayou, leaving Bayou Pierre 1½ miles below Lake Pierre and reaching Red River within 2½ miles, seems to have become the principal channel of restoration to Red River, its discharge, I am told, having increased remarkably of late. For the next 12 or 15 miles below Grand Bayou, Bayou Pierre has numerous rapids, over bars of hard, insoluble clay; those farthest up-stream being somewhat rocky. Its average width is about 140 feet and its low-water depth between rapids about 15 feet. The snags in this part, according to the report of Mr. Wilson, in 1879, average about 54 to the mile. Below this, for 6 miles through Bayou Winsey to Red River, there is a deep and unobstructed channel.

Mr. Wilson reported that Bayou Pierre for 2 miles below Bayou Winsey was closed to a height of 13½ feet above low water; that thence there was for 3 miles a good channel; that thence for 16 miles to Spanish Lake the Bayou was made almost impassable by snags and cypress knees; and that from Spanish Lake to Red River there was an open channel.

The proper improvement of Red River from Tone's Bayou to Grand Ecore has long been a mooted question. The Government has hitherto undertaken to maintain the river route proper by damming up Tone's Bayou. This has been deemed most advisable by the State engineers of Louisiana, and by the United States Engineer officers in charge of the work. The execution of this project has met with considerable opposition from the planters and others in the vicinity. Those along the front, or on Red River proper, seem to think that the damming of Tone's Bayou would cause the overflow of their lands, while those living on the back channel, or Bayou Pierre, desire to have the latter cleaned out and otherwise improved, and made the main steamboat channel from Tone's Bayou to Bayou Winsey or Grand Ecore. This opposition appears to have become more apparent in late years; for in 1874 Capt. William Robinson was deputed by the Shreveport Board of Trade to represent to the Secretary of War the importance of closing Tone's Bayou, and in 1879 citizens of New Orleans and others interested in the navigation of Red River subscribed $3,000 to help repair the dam across the bayou.

The relative advantage of the two routes was discussed at length by Major Howell in Annual Report of Chief of Engineers for 1873, page 628, and by Major Benyaurd in Annual Report for 1882, page 1539.

In the latter part of 1878 an examination was made of Tone's Bayou, Bayou Pierre, and connecting lakes and bayous to Bayou Winsey, in order to ascertain the cost of opening up this route to navigation; this was estimated at $174,404, including the cost of removing the raft in Bayou Pierre, which was estimated at $75,000.

In the spring of 1883 another examination of this region was made, and the estimate for making a navigable channel from the mouth of Bayou Winsey to the entrance of Tone's Bayou given at $250,125, and for the removal of the raft alone $100,000. The report on this examination recommended an accurate survey of the Bayou Pierre region, at an estimated cost of $8,646. This was based on a detailed estimate submitted to the Department December 29, 1882, in which it was assumed that the field work could be completed in three months.

In order to obtain all the data necessary for a complete discussion of the questions involved, it was considered necessary to include in the survey all the water-ways or bayous lying between Bayou Pierre proper and Red River, from the head of Bayou Pierre to Bayou Winsey, and also Red River between these points. The actual field work of the survey was commenced October 22, 1884, and discontinued January 20, 1885, on account of high water. Mr. Hart Vance, assistant engineer, who has had long experience on the Missouri River and other Government surveys, was placed in charge of the work. During the fiscal year ending June 30, 1885, the following work in the field and office was accomplished:

The survey of Red River from Shreveport, 18¼ miles above Tone's Bayou, to Caspiana Landing, 25.19 miles below, affording an accurate representation of the channel contours and of all adjacent topography; surveys of Bayou Pierre and all bayous between that and Red River from Shreveport to Tone's Bayou; surveys of Tone's Bayou, Bayou Pierre through the raft region, the numerous side issues and small channels into which the water is driven by the raft, and the western part of Lake Cunnisnia to a point about 2 miles above Le Coup; surveys of Pascagoula Bayou and of Prairie River as far as Caspiana Landing; a detached survey of Bayou La Chute and the various channels between Lakes Cunnisnia and Pierre; an examination of Le Coup Bar; divers transit and chain lines for checks, location of levels, &c., along Red River, and between Red River and Bayou Pierre; and observations for discharge in Red River above Tone's Bayou and in Tone's Bayou. The survey included a system of perfectly-checked levels along Red River, Tone's Bayou, and Bayou Pierre, and over three lines between Red River and Bayou Pierre, with frequent observations of water-level and high-water elevations. Gauges were established and read at Shreveport, Cotton Point, Bayou Winsey, and the site of the camp. The survey was mapped on a scale of $\frac{1}{6000}$, making four sheets 10 feet by 42 inches; cross-sections of all of Red River surveyed and of Tone's Bayou and Bayou Pierre to the head of the raft were developed, and comparative profiles of high water, low water, bank and channel-bottom elevations were in process of construction. About one-fourth of the ink-work on these sheets was done.

The completion of the survey as projected will involve surveys of Red River, 48 miles; Bayou Pierre, 16 miles; Prairie River, 10 miles; Grand Bayou, 2.5 miles; Cross Bayou, 6 miles; Bayou Winsey, 2.5 miles; possibly several other collateral courses, Lake Pierre, and, practically, half of Lake Cunnisnia.

As the survey is incomplete, no estimate can now be submitted of the cost of opening the Bayou Pierre route to navigation. It is, however, of great importance that the survey be completed as contemplated, in order that the question of cost and advisability of opening the Bayou Pierre route may be definitely settled. The cost of completing the surveys to Bayou Winsey is estimated at $5,000.

Amount (estimated) required for completion of existing project.....	$5,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	5,000 00

Improving Amite River, Louisiana: Continuing improvement, one thousand five hundred dollars.

The work is located in the collection district of New Orleans, and the nearest lighthouse is at the mouth of Pass Manchac.

"This river is a tributary on the northern side of Lake Pontchartrain, in the rear of the city of New Orleans, and affords healthful summer resorts, and facilities to the commerce and trade of that city."

COMMERCIAL STATISTICS.

The value of the commerce of this river is estimated at $250,000 annually, the principal products being sugar, molasses, staves, shingles, lumber, and wool.

The original project for improving this river was adopted in 1880, the object being to obtain a channel of navigable width and 5 feet depth at low water, or as near that as possible without dredging, from the junction with Bayou Manchac continuously up-stream as far as the appropriation would permit. By act of Congress approved June 14, 1880, the first appropriation of $8,000 was made for this work.

March 3, 1881, an additional appropriation of $5,000 was made.

In February, 1883, a modified project for expending balance of appropriation on the river below Bayou Manchac was approved, the work to be done by hired labor, the necessary plant to be constructed and paid for from appropriations for work of improving Tickfaw, Tchefuncte, and Amite rivers. The boats were finished, and with them and hired labor work was begun in December, 1883, at the junction of Bayou Manchac and the Amite and continued down-stream only about 8 miles, the appropriation being nearly exhausted. This work resulted in the removal of all obstructions as far as Port Vincent, 4½ miles below which point only those overhanging trees which were materially in the way, and the snags in and near the channel were taken out, leaving many which may, by shifting their positions, hereafter become obstructions, in either side of the channel. There remains on this part of the river about 8 miles on which no work has been done.

No work has been done during the past fiscal year. No expenditures have been made, except for care of property.

Should any further appropriation be made for this work it will be used in continuing the project as made.

Total amount appropriated for this work to date	$15,000 00
Amount (estimated) required for completion of existing project	6,205 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	6,205 00

Improving Bœuf River, Louisiana: Continuing improvement, two thousand five hundred dollars.

Bayou Bœuf rises in Southeastern Arkansas, flows in a southerly direction, and enters the Ouachita River at Stafford's Point, about 10 miles above Harrisonburg, La

COMMERCIAL STATISTICS FOR THE YEAR ENDING JUNE 30, 1886.

During the fiscal year 1 steamboat, drawing 5½ feet, and with a carrying capacity of 300 tons, made 17 trips in the bayou, and 2 tug-boats with barges, drawing 3½ feet, and with carrying capacities of 200 tons each, made 35 trips.

The following freights were carried:

Cotton	bales	9,370
Cotton-seed	sacks	18,590
Cattle	head	125
Staves	number	60,000
Wood	cords	427
Hides	pounds	8,000
Timber	logs	5,000

Return freights, 3,500 tons, consisting of general merchandise and plantation supplies, estimated value $250,000.

The bayou was navigable as high as Point Jefferson, La., for six months, and to Girard, La., for seven months, of the past year.

The plan of improvement is based upon an examination made by the United States in 1880. The project contemplates the removal of snags, logs, and leaning timber obstructing navigation between Wallace's Landing, La., and the mouth of the bayou, a distance of 280 miles, at an estimated cost of $20,000. An examination of the three outlets of Bayou Bœuf, near Point Jefferson, La., was made in 1884, and their closure recommended at an estimated cost of $8,500.

The work heretofore done was carried on during 1881, 1882, and 1884. The obstructions removed have greatly benefited navigation and lessened the dangers thereof, and boats are enabled to run during high water to Point Jefferson.

No work was done during the fiscal year, no funds being available.

With the appropriation asked for the fiscal year ending June 30, 1888, it is proposed to apply $5,000 to the removal of obstructions from the channel and banks as heretofore, and $8,500 to the closure of the outlets near Point Jefferson.

Total amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	8,500 00
that can be profitably expended in fiscal year ending June 30, 1888	8,500 00

Improving Bayou Bartholomew, Louisiana: Continuing improvement, one thousand five hundred dollars.

COMMERCIAL STATISTICS.

During the fiscal year three steamboats drawing from 3 to 5 feet of water, and with carrying capacities of 100, 300, and 400 tons, made twenty-seven trips in the stream. The bayou was navigable for five months, and the following freights were carried during these months:

Cotton	bales	16,000
Cotton-seed	sacks	37,000
Staves	number	50,000
Hides	pounds	5,000

Return freights, 1,750 tons, consisting of general merchandise and plantation supplies; estimated value, $500,000.

This stream is a tributary of Ouachita River. It rises in Southeastern Arkansas, within a few miles of Pine Bluff, on the Arkansas River, and following an exceedingly tortuous course, flows at first nearly parallel to the Arkansas River, at a distance varying from 15 to 30 miles; then parallel to the Mississippi at about the same average distance, and after entering Louisiana diverges to the southwest and flows into the Ouachita River opposite Ouachita City.

The plan of improvement is based upon a report submitted by Major Benyaurd in 1880, estimating the cost of cutting overhanging timber and removing wrecks, snags, &c., obstructing navigation from Baxter, Ark., to the mouth, an estimated distance of 213 miles, at $26,862. The work heretofore done has extended over nearly the entire portion of the bayou included in this project, and has greatly lessened the dangers of navigation, but new obstructions are continually forming, which require removal from time to time in the interest of safe navigation.

No work was done during the fiscal year 1885-'86, no funds being available.

The appropriation asked for the fiscal year ending June 30, 1888, can be profitably expended in cutting leaning timber, removing snags, &c., as heretofore.

Total amount appropriated for this work to date	$23,000 00
Amount (estimated) required for completion of existing project	3,862 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	4,000 00

Improving Bayou Courtableau, Louisiana: Continuing improvement, two thousand five hundred dollars.

No commercial statistics were obtainable.

The original project, made in 1879, contemplated (1) the closure of a number of outlet bayous on the south, or right bank of the stream, for the purpose of cutting away Little Devil Bar, near the mouth of the Courtableau; (2) the construction of locks and dams, carrying slackwater navigation to Port Barré (17 miles above the mouth) by the first set and to Washington (28 miles above the mouth) afterward.

The estimated cost of the work was $40,000, afterward increased to $78,500. Subsequent investigation as to the probable cost of lock-construction in this section of the country lead me to believe that even this second estimate is too small.

As appropriations became available several dams were built across outlet bayous, and the result was a very marked deepening of the bar at the mouth of the bayou by as much as 3 feet in two days.

One of these dams was afterwards reported cut by the swampers, with whose logging operations it may have interfered; the result was that in 1884, immediately after the dam was opened, the bar shoaled as much as 4 feet.

During the fiscal year 1884-'85 a quarter-boat and flat-boat pile-driver were built for use on this bayou. High water prevented their use until August, 1885. Work was then begun, following plans submitted by Captain Turtle in a letter dated November 28, 1884, and containing explanation of conditions originally existing. (See report for last fiscal year.)

The construction of two dams was accomplished, one at Little Fordoche, under Lieut. O. T. Crosby; and one at Big Fordoche, under Superintendent C. D. Anderson. The construction of the former was interfered with by a sudden rise. The completion was hastened; but the rise continuing, the dam gave way the day after it had been thought complete. Work was resumed on it, and continued until again nearly water-tight. Large amounts of willow brush were placed between rows of piles, and weighted with bags of earth, and loose earth when the current had been suffi-

ciently checked to permit its use. The scouring of the current after the break permitted round piles to be driven into clay, which had before been almost impossible with the sawed stuff ordered for conditions existing at Captain Turtle's examination. Since that examination considerable shoaling had taken place, due probably to the remains of old timber dams supposed to have been cut, and the increased depth of sand rendered pile-driving very difficult. Steamboat men who have recently passed that point report that water is still running over the dam, though, as was anticipated, the outlet bayou has nearly filled up, and the bar which before lay just below the Little Fordoche it now quite above it.

The dam at Big Fordoche was strongly built in clay foundation and remains in position. Lumber was bought for the commencement of a third dam, but funds having run too low for further work, the plant and lumber were stored in December, 1885, since which time no work has been done.

At the date of this report it is impossible to make an examination of present condition of the dams and bar, since the water is very high.

Any appropriation that may be made this year by the bill now pending may perhaps be wisely expended in endeavoring to give immediate relief, following plans already presented or modifications that may be suggested by an examination, to be made as soon as possible. Recommendations for future appropriations can be much more intelligently made after this examination has been made and something definite is known concerning the future of the Atchafalaya.

Total amount appropriated for this work to date	$12,500 00
Amount (estimated) required for completion of existing project	12,107 90

Improving Bayou D'Arbonne, Louisiana: Continuing improvement, one thousand five hundred dollars.

COMMERCIAL STATISTICS, 1886.

During the fiscal year the bayou was navigable from January to May, inclusive, and boats ascended the stream to Stein's Bluff, 42½ miles above the mouth.

Three steamboats, of 100, 200, and 300 tons burden, respectively, and drawing from 3 to 4½ feet of water, made a total of seventeen trips in the stream, and the following freights were carried:

Cotton	bales	8,000
Cotton-seed	sacks	10,000

Return freights, 600 tons, consisting of general merchandise, and plantation supplies; estimated value, $150,000.

Bayou D'Arbonne is formed by the junction of the South, Middle, and North or Corney branches, near Farmerville, in Northern Louisiana. It flows in a southeasterly direction, and enters the Ouachita River about 6 miles above Monroe, La.

An examination and survey were made in 1883, and the plan of improvement is based upon the latter. The project contemplates the removal of snags, logs, wrecks, leaning trees, &c., obstructing navigation between Stein's Bluff and the mouth, a distance of 42½ miles, at an estimated cost of $15,000.

The only appropriation for the improvement was made by river and harbor act of July 5, 1884, $5,000, and was expended during that season. This bayou, like the other tributaries of Ouachita River, is navigable only during high stages of water in the main stream. The work done has resulted in the removal of obstructions from about one-half of that portion of the stream in which improvement is contemplated by the present project. The navigation of this part of the stream has been improved and the dangers lessened by the removal of these obstructions.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions to navigation according to the project.

Total amount appropriated for this work to date	$7,000 00
Amount (estimated) required for completion of existing project	8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving Bayou Terre Bonne, Louisiana: To complete improvement, three thousand dollars.

The work is located in the collection district of New Orleans. The nearest light-[illegible] at the entrance to Atchafalaya Bay.

COMMERCIAL STATISTICS.

The commercial value of the products raised on the Bayou Terre Bonne is estimated, when the crops are good, at a little less than $1,000,000 per year, and it was reported prior to a year ago that the improvement had occasioned competition and a reduction of freight rates in this locality of about 25 per cent.

The object of this improvement is to secure water communication by an inland and shorter route between New Orleans and Berwicks Bay and thence to Texas and Mexico.

A project for improvement was made in 1880 at an estimated cost of $18,800, of which about $15,000 was to be for dredging, the balance for removing logs, clearing of trees, &c.

In 1880 an appropriation of $10,000 was made; with this a dredge was hired, and work was commenced 23½ miles below Houma, La., working up-stream. In March, 1881, $8,800 more was appropriated.

The hired dredge improved about 8½ miles of channel, and in 1881 stopped work about 15 miles below Houma. The examination for improving the bayou was made during high water, and was found to be altogether too small in amount, as during low water it was seen that the bayou was little more than a ditch. The estimates for improvement were accordingly increased by Major Howell, the officer then in charge, by $20,000. With part of the money available from money appropriated for this work and part from Bayou Black appropriation a dredge was built to continue this work. The Terrebonne appropriation paid $5,262.70 toward the building of the dredge. In August, 1882, $7,000 more was appropriated for continuing this work, and in September, 1882, work with the new dredge was commenced and continued to within 10½ miles of Houma, when the funds became nearly exhausted, and further work had to stop.

No appropriations have since been made, and consequently no further work has been done. The channel was originally dredged to a depth of 6 feet, but nearly every plantation on the bayou has ditches draining into it; these cause deposits in the bayou, and opposite these numerous ditches it has again shoaled up until the depth is only about 4.8 feet.

Should any further appropriation be made the work of dredging will be continued towards Houma.

Total amount appropriated for this work to date	$10,000 00
Amount (estimated) required for completion of existing project	3,000 00
Amount that can be profitable expended in fiscal year ending June 30, 1888	3,000 00

Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, two thousand five hundred dollars.

COMMERCIAL STATISTICS, 1886.

During the fiscal year these streams were navigable from November to June inclusive. Tensas Bluff, about 95 miles above the mouth, was the head of high-water navigation in Tensas River, from December to June, inclusive; Floyd, about 130 miles above the mouth of Bayou Macon, was the head of high-water navigation in that stream, from January to June, inclusive.

Three steamboats, one of 300 and two of 400 tons, drawing from 5 to 6 feet of water, loaded, made 21 trips in these streams, and two small steamboats of 50 tons each and drawing from 2½ to 3½ feet, loaded, made 38 trips.

The following freights were carried:

Cotton	bales	20,000
Cotton-seed	sacks	60,000
Staves	number	10,000
Timber	logs	1,000,000

Return freights, 5,000 tons, consisting of general merchandise and plantation supplies; estimated value, $835,000.

Tensas River has its source in Northeastern Louisiana, in Lake Providence, flows in a southerly direction, and uniting with the Ouachita and Little rivers, at Trinity, La., the three form Black River. By river and harbor act of July 5, 1884, Bayou Macon was united under the same head of appropriation with Tensas River. This bayou rises in Desha County, Southeastern Arkansas, flows in a southerly direction, entering Tensas River about 40 miles above its mouth.

Examinations of these streams were made in 1880, upon which the present plan of improvement is based. The project contemplates the removal of snags, logs, and leaning timber obstructing navigation in the Tensas, between Dallas and

(about 180 miles), at an estimated cost of $23,000, and the removal of the same class of obstructions in Bayou Macon, from Floyd, the present head of navigation, to its mouth (about 130 miles), at an estimated cost of $17,000.

No work has been done in Bayou Macon, as the funds appropriated were not sufficient to extend operations into that stream.

Tensas River and Bayou Macon are navigable only during high stages of water in Ouachita River. The work heretofore done has benefited navigation in the former by the removal of obstructions from that portion of the stream in which it was carried on.

With the appropriation asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions from the channel and banks as heretofore. If the whole amount estimated for be granted, work can be prosecuted in both streams.

Total amount appropriated for this work to date	$11,000 00
Amount (estimated) required for completion of existing project	29,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000 00

Improving Red River, Louisiana: Continuing improvement from Fulton, Arkansas, to the Atchafalaya River, Louisiana, including completing the work at Alexandria, forty-five thousand dollars:

Red River has its headwaters in Northern Texas, and flows in an easterly direction, forming the boundary between Indian Territory and Texas; at Fulton, Ark., it changes its course to a general southeasterly direction, and enters the Mississippi River at Red River Landing, Louisiana.

Shreveport, La., having a population of about 12,000 inhabitants, is the main distributing point for Red River.

The commercial statistics for this river for the fiscal year ending June 30, 1886, are as follows:

During the fiscal year Upper Red River (above Shreveport, La.) was navigated by four steamboats, drawing from 2½ to 5½ feet of water, and with carrying capacities ranging from 100 to 400 tons each. This part of the river was navigable to Kiamatia, Tex., for two months; to Fulton, Ark., for four months, and to Garland City, Ark., the entire year. The boats made a total of 73 trips, or an average of 18 for each boat, and carried the following freights:

Cotton	bales	11,800
Cotton-seed	sacks	48,675
Shingles	bundles	2,400
Miscellaneous freights	tons	300

Lower Red River (below Shreveport, La.) was navigated by nine steamboats, drawing from 5 to 9 feet of water, and with carrying capacities ranging from 200 to 800 tons each. Navigation was good between Shreveport and the mouth of the river, except during September, October, and November, 1885, when Grand Ecore was the head of navigation. The boats made a total of 108 trips, or an average of 12 for each boat, and the following freights were carried:

Cotton	bales	71,686
Cotton-seed	tons	3,350
Cotton-seed oil	barrels	3,975
Hides	pounds	125,000
Wool	do	100,000
Staves	number	120,000
Cattle	head	1,000
Wood	cords	500
Oil-cake	tons	550
Oil-cake meal	do	1,000

Return freights, 21,500 tons general merchandise and plantation supplies; estimated value, $2,500,000.

This has been a season of unusually restricted navigation; and but for this reason it is thought the amount of commerce would have been much greater.

Shreveport, La., having a population of about 12,000 inhabitants, is the main distributing point for Red River.

The following are the commercial statistics of Shreveport for the past year:

Cotton received at Shreveport	bales..	82,500
Cotton-seed received at Shreveport	tons..	5,512
Refined oil shipped from Shreveport	barrels..	3,285
Soap stock shipped from Shreveport	tons..	849
Cotton-lint shipped from Shreveport	do..	110
Cotton-seed meal shipped from Shreveport	sacks..	25,354
Oil-cake shipped from Shreveport	do..	1,525
Ashes shipped from Shreveport	do..	29

Freight shipped to Shreveport, no record.
Freight shipped from Shreveport, no record.

In addition, large quantities of miscellaneous freight, hides, tallow, &c.

The present improvement dates from 1872. At that time navigation above Shreveport, La., was almost impossible on account of the great raft. A survey of this obstruction was made in 1871–'72, and estimates submitted for its removal and the subsequent improvement of the river. The work of removing this great obstruction was begun December 1, 1872, and the opening of the channel through the raft was completed November 27, 1873. The work in the raft region since that time has consisted in removing portions of the old raft, leaning timber, and brush from the banks, and breaking jams to prevent blockading of the river and reformation of the raft. This work has been done principally by means of crane, derrick, and snag-boats. In 1879 an examination was made for the purpose of ascertaining the changes in the river since the raft was opened, and it was found that the high-water line had been reduced to a level generally within the banks, a greater depth of water everywhere secured, and an enlarged section of channel-way gained, and that very little water was diverted from the river proper at low stages.

UPPER RIVER FROM FULTON, ARKANSAS, TO SHREVEPORT, LOUISIANA.

The work accomplished up to this time has greatly benefited navigation at all stages. The great raft has been removed and its reformation prevented, and the river has been kept open to Fulton, to which point boats ascend when there is water enough. During the present fiscal year the channel has become more or less obstructed by snags, bank-slides, and leaning trees, which make navigation tedious and hazardous.

LOWER RIVER, FROM SHREVEPORT, LOUISIANA, TO THE MOUTH.

During the present fiscal year work was resumed August 20, 1885, and continued until, by direction of the Chief of Engineers, the contractor was notified that the contract was closed, November 25, 1885. At that date he had excavated 7,630.5 cubic yards of rock, which had been deposited on the dam at the lower falls.

The channel cut through the upper falls is practically completed, although the last survey shows that at a few points (principally along the sides of the cut) the requisite grade had not been attained. Since work was discontinued many boats have passed through the cut at low stages without experiencing any difficulty or meeting any obstructions. The channel has been plainly indicated by means of range-marks on shore, so that during daylight no difficulty in keeping in the excavated channel is experienced

The rock and débris obtained from the upper falls have been deposited in the dam at the lower falls. This has sufficed to close the channel along the west shore, and has changed the direction of the current from the west to the east shore. The result has been almost total cessation of erosion of the west bank and the removal of the extensive sand-bar which extended along the east bank. The rock excavated in the channel at the upper falls, from which the dam has been built, is soft and friable, much of which crumbles into small fragments when exposed to the air. Hence it was feared that during high water a large portion would be washed away. Such has not been the case; the clay binds together the rock fragments, forming a stable concrete which resists the action of the water. In order to secure the diversion of the current from the west shore during high water it may become necessary to increase the height of the dam several feet. Rock for this purpose can be obtained from a quarry near the east bank, about 1 mile above the dam.

The closing of the west chute has caused a very rapid current through the middle channel of the Bailey Dam at low stages. This necessitates the use of lines to enable boats to stem the current, but the dam also benefits the passage over the upper falls by increasing the depth above it. It may be necessary to widen the channel through the Bailey Dam so as to decrease the velocity of the current without increasing the slope too much above the dam.

The project for the protection of the harbor at Alexandria, as described in my last annual report, has been completed as far as the funds available would permit. Work was resumed August 19, 1885, and discontinued December 5, 1885. Amount expended, $14,864.41. The training-wall was made somewhat shorter than projected, because on resumption of work it was found that the site had been scoured out to a greater depth than when the estimates were submitted. Hence only 14 cribs of the training-wall could be built, instead of 18 cribs as given in the original project. This work, in connection with the dam at the lower falls, has been of some benefit to the river-bank at Alexandria. During the fiscal year but little caving of the bank has taken place, and that little has been due to a stratum of quicksand, which causes a sloughing of the bank when the river falls. This sloughing would probably be diminished or arrested if a deposition of sand and sediment occurred along this shore of sufficient depth to cover this stratum of quicksand. To cause such deposition it may be necessary to increase the height of the wing-dam, already built, and to construct one or two additional dams.

The work done heretofore has been of great benefit to navigation; that done by the Howell in 1885 having been eminently satisfactory to those engaged in the navigation of the river. During the present fiscal year many obstructions have formed, which require speedy removal in order to make navigation easy and secure. This is especially the case below Tone's Bayou in the "narrow river," where every effort should be made to assist nature in widening and deepening the water-way.

During the recent low water a bar has formed in the draw of the railroad bridge at Shreveport, preventing boats from passing up or down. A report on this obstruction was submitted to the Department, June 18, 1886.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the improvement of the river by means of snag-boats and shore-parties below and above Shreveport, to complete the improvement at the falls of Alexandria, and extend the work for the protection of the harbor at Alexandria if authority be granted for such extension. It is considered of great importance that the survey of Red River from Fulton to its mouth be authorized.

The estimate for this survey is $45,000. Without such survey no intelligent project for the permanent improvement of this important river can be submitted.

Amount expended to June 30, 1886	$727,049 10
Total amount appropriated for this work to date	802,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00
And, in addition, for survey of Red River, Louisiana and Arkansas	45,000 00

Improving Tchefuncte River and Bogue Falia, Louisiana: Continuing improvement, one thousand five hundred dollars.

It was estimated in 1884 that the annual value of the products carried down the river at $106,500, consisting of sugar and molasses, cotton, wool, brick, sand, charcoal, lumber, beef, and hides.

The project for the improvement of this river was made in 1880, and contemplated the removal of overhanging trees, logs, &c., in the channel, and the dredging of the bar at its mouth. The first appropriation of $1,500 was made March 3, 1881, and a second one of $1,500 in August, 1882; with these two appropriations the obstructions below Covington were removed, and part of the unexpended balance was used for the construction of a working plant for improving the bar at the mouth and part for the construction of a breakwater extending 820 feet into the lake.

The original estimate for improving this river was $5,460, the greater portion of which was for dredging the bar at the mouth. It was thought, however, that a dredged channel over this bar could not be maintained without protecting works, which would cost considerably more than the dredging.

Major Stickney, who had this work in charge, caused a re-examination to be made in 1884, and in his report in the Annual Report of the Chief of Engineers for 1874, vol. 2, page 1269, he reports the river in good order, excepting the bar at its mouth, and suggests, as a method for improving the bar, to build a jetty or breakwater 2,500 feet long across the bar into the comparatively deep water of the Lake Pontchartrain, and then to dredge the channel through the bar, in the hope that the jetty would prevent, or at all events greatly retard, the refilling of the cut with sand. The estimated cost of this improvement is $20,400, and, if authorized by Congress, $19,000 of this amount should be appropriated for the fiscal year ending June 30, 1888, and applied to extending the breakwater, dredging the bar, and removing any other obstructions that my have formed since the river was cleared out. Should the improvement be made as contemplated, the protection of the mouth of the river would also [illegible] vessels navigating the lake to use this mouth as a harbor of refuge in case of

gales. The depth of water on the bar at its lowest stage (during a norther) is about 4½ feet.

Total amount appropriated for this work to date	$5,500
Amount (estimated) required for completion of existing project	19,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	19,000

Improving Tickfaw River, Louisiana: Continuing improvement, one thousand dollars; to be expended on its navigable tributaries.

The work is located in the collection district of New Orleans. The nearest lighthouse is at the mouth of Pass Manchac.

The river is a tributary on the northern side of Lake Pontchartrain, in the rear of the city of New Orleans, and affords healthful summer resorts, and facilities to the commerce and trade of that city.

No commercial statistics obtainable.

The work originated in an examination authorized by act of Congress approved March 3, 1879.

The estimate of $10,230 for improvement included the branches Blood, Natalbany, and Pouchatoula rivers. The project was adopted in 1881, the object being to obtain a channel of navigable width and depth for a distance of 26 miles up-stream by clearing out obstructions, such as snags, logs, trees, &c. The first appropriation of $2,000 was made March 3, 1881, and a contract entered into with Mr. Fagan on October 5, 1881. The work by contract commenced January 4, 1882, and 16 miles were reported as cleared in the Report of the Chief of Engineers for 1882. In act of Congress of August 2, 1882, an additional appropriation of $2,000 was made, and the project for its expenditure provided for a continuance of contract work, but the inefficiency of the lowest bidder and the general unsatisfactory condition of contract work of this kind in the district caused the plan to be changed. Authority was received in the latter part of 1882 to contract for the improvement of the Amite and Tchefuncte rivers; a wrecking plant to be paid for out of the appropriations for the Amite, Tickfaw, and Tchefuncte rivers. Under this arrangement about two months' work, with hired labor, was done on this river by the new plant in the spring of 1884, and resulted in obtaining good navigation 9 miles farther up-stream than schooners had before gone.

No work on the branches of the Tickfaw has been done.

Total amount appropriated for this work to date	$5,993 50
Amount (estimated) required for completion of existing project	4,230 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	4,230 00

Improving Ouachita River, Louisiana and Arkansas, and Black River, Louisiana: Continuing improvement, seven thousand five hundred dollars.

COMMERCIAL STATISTICS, 1886.

During the fiscal year this river was navigable as high as Camden, Ark., for six months, and to Monroe, La., for eight months. Five steamboats, drawing from 6 to 7 feet of water, and with carrying capacities of from 500 to 700 tons each, made a total of 68 trips, or an average of nearly 14 for each boat, carrying the following freights.

Cattle	head	2,000
Cotton	bales	53,700
Cotton-seed	sacks	326,000
Hides	pounds	20,000
Wool	do	10,000
Staves	number	125,000
Hogs	head	500
Wood	cords	3,500
Lumber	feet	50,000
Timber	logs	91,000

Return freights 2,200 tons, consisting of general merchandise and plantation supplies; estimated value, $1,805,000.

In addition to the above, the commerce of Bayous Bartholomew, Bœuf, and D'Arbonne, Tensas River, and Bayou Macon, all of which are tributaries, passes up and down the river, some of the boats from these tributaries extending their trips as far as New Orleans.

The Ouachita River has its headquarters in Polk County, Arkansas, in the Ouachita Mountains, and, following an irregular course, flows in a general southeasterly direction through Arkansas and Louisiana until, being joined by the Tensas and Little rivers, at Trinity, La., these form the Black River, which, flowing in a southerly direction, enters the Red River near its mouth. The entire length of the Ouachita is about 500 miles. Black River is 75 miles long.

By river and harbor act of 1884 Black River was added under the same head of appropriation with the Ouachita, this river being the connecting link between the Ouachita and Red River, and requiring the same character of improvement. The present project contemplates the removal of obstructions to navigation, consisting of wrecks, logs, snags, leaning timber, &c., and the improvement of shoal places from Camden, Ark., to the mouth of Black River. No estimate of the cost of this improvement can be submitted, as the obstructions are continually forming and require removal from time to time.

Work was begun in 1871, and has been carried on ever since when funds were available, consisting principally in the removal of logs, snags, leaning trees, and similar obstructions to navigation. In 1875 the snag-boat O. G. Wagner was purchased and fitted up, and has operated successfully in the river since that time.

The work heretofore done has greatly benefited navigation by the removal of obstructions, and some of the shoal places have been increased in depth from 12 inches to over 3 feet at low water. Previous to any work of improvement large boats plied between New Orleans and Camden about half the year. These boats now run to Camden from seven to eight months in the year, and smaller boats run to Monroe, La., during the entire year.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the improvement of the river as heretofore, *i. e.*, building and repairing wing-dams where necessary, removing wrecks and bank obstructions by means of shore parties, and channel obstructions by means of the snag-boat O. G. Wagner.

Total amount appropriated for this work to date	$193,912 13
Amount that can be profitably expended in fiscal year ending June 30, 1888	22,500 00

Improving mouth of Brazos River, Texas: Continuing improvement, twenty-five thousand dollars.

It is located in the collection district of Galveston, and the nearest light-house is at entrance to Galveston Harbor.

No commercial statistics for the year 1886 obtainable.

ORIGINAL CONDITION OF THE LOCALITY.

The river debouches into the Gulf of Mexico through a single natural outlet and preserves a nearly uniform width and depth from the coast for several miles up-stream, the width averaging from 500 to 600 feet, the depth from 15 to 18 feet. The bed of the river is soft mud, the banks, except at a few points, being above overflow. A bar had formed at the mouth of sand drifted along the shore and driven in by the sea.

The crest of the bar was about three-eighths of a mile from the shore-line, and the channel across afforded a variable depth of water for navigation of, at times, not over 8 feet (in October, 1874 only 2½ to 3 feet), being subjected to changes due to winds, tide, and stages of water in river.

PROJECT FOR IMPROVEMENT OF THE BAR-CHANNEL.

The project was originally adopted in 1880, and looked to the amelioration of the channel over the bar by the use of jetties, the positions of the jetties to be determined by the local engineer upon the general principle that they should be parallel, or nearly so, that they should terminate in 18 or 20 feet water, and that their position be so chosen as to fix the channel in its natural direction. Approximate length of north jetty, 3,600 feet; of south jetty, 4,350 feet. Estimated cost, $522,890.44.

During the fiscal year ending June 30, 1888, there could be profitably expended $100,000 (the annual estimate) in continuing jetty construction in accordance with the adopted plan.

Total amount appropriated for this work to date	$158,850 00
Amount (estimated) required for completion of existing project	364,140 44
Amount that can be profitably expended in fiscal year ended June 30, 1888	100,000 00

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars.

The work is in the collection district of Galveston, and the nearest light-houses are those in Galveston Bay and at the entrance to Galveston Harbor, Texas.

Statement of freight carried by Houston Direct Navigation Company for the year ending May 31, 1886:

	Pounds.
Cotton, 197,518 bales	98,759,000
Merchandise	1,033,984
Railroad iron	17,017,280
Lumber	1,025,772
Oil	1,021,854
Coal	9,105,600
Gas-pipe	631,680
Cotton-seed cake	31,185,280
Total	159,780,450

The bayou, a tide-water stream emptying into the San Jacinto River at Lynchburg, about 25 miles from Houston, was, in 1880, only navigable for vessels of 6 feet draught below Houston. For 3 or 4 miles below White Oak Bayou the banks ranged from 20 to 45 feet in height, and at points were very bluff, with a tendency to caving during high wrter. The narrowness and tortuouspess of the bayou for this distance, with its sharp bends, were the most serious obstructions to its navigation.

PROJECT FOR IMPROVEMENT.

To increase the navigable capacity of the stream it was proposed to do dredging and snagging and to remove overhanging trees, &c., the estimate for a channel 100 feet wide and 12 feet deep between Houston and Clinton embracing the following: 1,313,130 cubic yards of dredging, 7,900 linear feet of sheet-piling, and 11.2 miles overhanging trees.

Twenty-five thousand dollars were appropriated March 3, 1881, and made applicable "to secure a channel of 100 feet."

The work accomplished from 1882 to 1886 is such as confirms the belief that the improved channel of 100 feet by 12 feet can be obtained in a reasonable time and at a reasonable cost if funds be granted from time to time sufficient for steady progress toward the object aimed at.

PROBABLE OPERATIONS OF THE YEAR ENDING JUNE 30, 1887.

The work (if any) will follow that already done. The bulk of available funds will be expended in dredging at certain points where the narrowness of the channel requires relief—especially of the bends heretofore partially worked over. An estimate of the year's work would be: $25,000=80,000 cubic yards of dredging and the removal of 500 logs, &c.

During the fiscal year ending June 30, 1888, there could be profitably expended $100,000 (the annual estimate) in continuing work of improvement by dredging, snagging, &c., in conformity with original project.

Total amount appropriated for this work to date	$118,750 00
Amount (estimated) required for completion of existing project	266,549 75
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Arkansas River: Continuing improvement, one hundred and twenty-five thousand dollars.

THE COMMERCIAL STATISTICS FOR THE YEAR ENDING JUNE 30, 1886.

The region to be benefited by the improvements embraces the richest lands west of the Mississippi River, "the center of maximum cotton production per acre in natural soils in the United States, and probably in the world."

Twenty of the most populous and productive counties of the State of Arkansas are directly interested in this measure of river improvements. In 1880 these counties had a population of 256,664, and produced 212,273 bales of cotton, and 7,000,000 bushels of grain, corn, oats, rye, wheat, &c.

The State increased in population during the last decade 65 per cent., in area of tillable lands 84.5 per cent., and doubled her crop of cotton; so that in 1880 Arkansas stood fifth in total production and three in yield per acre among the cotton-producing States. The per cent. of increase has been maintained during the past six years, especially along the Arkansas River.

The commercial growth and prosperity of Fort Smith, Little Rock, and Pine Bluff, the three largest cities in the valley of the Arkansas, demonstrate that to-day over 300,000 industrious and deserving citizens are closely concerned in the improvement of the Arkansas River and the securing of the needful appropriations from Congress to carry out the plans you have made for widening and deepening the channel of the river.

Over 200,000 tons will have its cost of transportation cheapened (the railway running parallel to the river in 1880 carried 111,735 tons) by the improvement of the channel to secure an all-the-year-round water-way.

As to the lumber and forest products, the coal and other articles which should have cheap transportation, a channel such as you propose will benefit a large and growing class of industries and a prospective commerce of very large proportions.

Enough has been said to place beyond doubt the need for the improvements, and we, as a committee of the board of trade, wish to urge the importance to the region in which they are to be made.

Articles.	Received and handled.	Value.	Amount of business with river.
	Tons.		
Groceries	32,600	$3,900,000	$555,000
Dry goods	8,000	1,190,000	195,000
Hides and tallow	3,772	400,000	105,000
Lumber, shingles, &c	10,000	375,000	105,000
Machinery	12,000	4,000,000	150,000
Drugs, &c	800	300,000	60,000
Hardware, nails, &c	9,000	850,000	125,000
Boots, shoes, and clothing	600	200,000	10,000
Coal and fuel	80,000	240,000	25,000
Furniture	600	120,000	10,000
Grain, flour, &c	24,000	4,350,000	285,000
Bone and rags, iron, &c	150	25,000	10,000

PERMANENT IMPROVEMENT.

The words "permanent improvement," as used here, are used as applying to a series of works so constructed as to give permanent relief to navigation within certain limits. It is necessary to state this, in order that it may not appear that provision is made for relief to navigation in the sense of making an exhaustive use of all water available, giving the deepest low-water channel possible. No such provision as this could be made upon data from a river survey costing little over $30 per mile. To cover the entire distance (309 miles) by a survey with the amount allotted, $9,081.50, rendered it necessary to omit the outlining of bars and islands and important shoals with that completeness absolutely necessary for the determination acurately what shall be done to give the maximum depth and width of channel at a minimum cost. The plans and estimates, therefore, submitted here are solely for such permanent improvements as shall insure a 2-foot channel at low water, say from 200 feet to 800 feet wide, as high as Arkansas City.

To accomplish this it is proposed to place wing-dams upon all the shoals requiring deepening, and to protect caving banks by the judicious use of dikes, and to use in cases where necessary hurdle-dikes at right angles to the current to cause deposits, and also parallel to the channel, if necessary, to contract the water at medium and low stages.

In several instances rocks and bowlders will have to be removed, and at first until the caving is stopped a snag-boat will have to be employed to remove dangerous snags. This latter will be a temporary service, however, as after the first season, wherever the work is completed, no more snags should appear.

As this boat will be first required, provision will be made for it first. It should be built at a minimum cost and be run by a crew at minimum expense, inasmuch as it will not be long required.

I would therefore recommend that a strong-bult, hand-propelled snag-boat be built, in all respects similar to the one that has operated so successfully the past season upon the Saint Francis River. Such a boat can be built at Little Rock, at an expense not to exceed $4,000, and can be run at an expense not to exceed, all

told, $900 per month, and will have a capacity for work equal to a steam-propelled snag-boat costing $15,000 and run at an expense of $2,000 per month. As rapid transfer from point to point is no object, such an outfit will answer every purpose for this reach.

To contract the water over certain shoals where a deposit cannot well be secured, and where piling cannot be used, brush and stone dams will have to be constructed. It is estimated that there will be required 30,000 linear feet of such dams, which, at $6 per linear foot, will require $180,000.

To contract the water upon shoals where deposits may be secured, to protect caving banks, and to provide dikes parallel to the current (or primary hurdles) it is estimated that 296,590 linear feet of dikes will be required, which, at $5 per linear foot, will require $1,482,500.

In the upper portion of the reach in question there are certain rock shoals that will have to be excavated. It is estimated that 10,000 cubic yards of rock will require removal, which, at $2.50 per cubic yard, will require $25,000, or, briefly:

One hand-propelled snag-boat	$4,000
Six months' running expenses of same	5,400
30,000 linear feet brush and stone dike, at $6	180,000
296,500 linear feet brush and stone dike, at $5	1,482,500
Excavation of 10,000 cubic yards rock, at $2.50	25,000
Total	1,696,900

Amount hitherto expended on this reach	Nothing.
Total amount appropriated for this work to date	$135,000
Amount that can be profitably expended in one season	250,000

Of this last amount the $4,000 for the construction of the snag-boat is a prime requisite.

Improving Saint Francis River, Arkansas: Continuing improvement, two thousand dollars.

This river rises in the southern part of Missouri, and flowing in a southerly direction empties into the Mississippi River near the city of Helena.

Commercial statistics for year ending June 30, 1886.

Lumber	$3,150,000
Staves	225,000
Cotton (10,000 bales)	450,000
Corn (600,000 bushels)	300,000
Pork	300,000
Potatoes (300,000 bushels)	100,000
Miscellaneous	300,000

It is stated at Saint Francis station that the commerce above the railroad is equal, if not greater. There is a little steamboat that runs from the railroad about 60 miles up.

Up to now the commerce on Saint Francis Lake and River has been as follows, as nearly as can be approximated, viz: Timber of all kinds, $250,000; staves of all kinds, $150,000; cotton, corn, and other products, $250,000.

This will be below rather than above the aggregate amount of commerce on the Saint Francis Lake and River, from Lester's Landing to Mark-Tree, for any one year during the past five.

While it is slowly increasing, it would almost double itself in one year if the river and lake were improved so as to enable parties engaged in getting out timber, staves, and other products to enjoy better and easier facilities.

An appropriation was made by act approved July 5, 1884, and is the first separate appropriation made for the entire river. Earliest appropriation made for this river under any head was made by act approved March 2, 1833. Summing up all the various works of improvement, it may be inferred that prior to 1833 this river was much choked with drift-piles, logs, and snags, and its waters spread out through a great variety of sloughs, while overhanging trees added to the difficulties of navigation. In the originally adopted project snagging operations figured largely, and attempts have been made to close up some of the many sloughs.

The first project proper under this head was forwarded to the office of the Chief of Engineers October 21, 1884, and, briefly stated, provides that the $12,000 appropriated be expended in building a strongly-built decked scow, drawing from 10 to 12 inches of water, supplied with suitable appliances for removing obstructions, with accommodations for the working party, and that this boat be run about five months wherever its services were most needed by the interests of navigation, the scow to cost not over $4,000, and her running expenses not to exceed $1,500 per month.

The outfit as outlined above was completed in time to work about forty days in the fiscal year ending June 30, 1885. During the fiscal year ending June 30, 1886, $4,479.05 was expended in the repairs and running expenses of this snag-boat.

Total amount appropriated for this work to date	$20,000
Amount (estimated) required for completion of existing project, annually, until the country is developed to warrant permanent improvement	8,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	8,000

Improving White River, Arkansas: Continuing improvement, five thousand dollars.

Freight carried by steamer Home since January 1, 1886, *until May* 30, 1886.

	Tons.
Cotton brought out	645
Other freight brought out	15
Freight taken up	339
Total	999

The following is the amount of business done by steamer John F. Allen on the Upper White River, from September 17, 1885, to June 30, 1886: Delivered at Newport and Batesville, 5,063 bales cotton and 13,277 sacks cotton seed. Up freights, 740 tons general merchandise and 1,200 barrels salt.

The first project proper under this separate head was forwarded to your office August 18, 1884, and received back approved August 25, 1884, and, briefly stated, provides that the $35,000 appropriated be "employed in the general work of improving the White River, removing snags and bowlders and other obstructions to navigation, building wing-dams to improve shoals, repairs to plant and care of same," and "to survey the river, as provided for by my predecessor, accurately, with a view to its improvement from Forsyth, Mo., to as far down as possible, at an expense not to exceed $80 per mile," a fixed sum of $11,366 to be set aside for the survey. The survey was begun early in May, 1885. Except when the interests of navigation required immediate improvements, it was deemed best to do as little work as possible until the survey gave a better idea of where the money could be applied to best advantage.

It was not until late in June, 1886, that the water subsided enough to get at work; at the present writing even more economical work is being done than below Calico Rock.

The dams at Buffalo Shoals have all been repaired, and the outfit is dropping down the river, testing its work as it goes, as it must have the low-water channel required (2 feet) before it can drop down. The party is made up of the very best men of the district, its economical and thorough work is a practical demonstration of what could be done if appropriations were made continuous until the work of improving any given river was completed. Of course, the funds at hand only warrant the opening of a very narrow channel, but as far as possible the work done is so planned as to be in keeping with the plans of permanent improvement, which will eventually be drawn.

To remove snags in the lower reaches of the river, and to repair the dams and maintain the channel to and above Buffalo Shoals until plans for the permanent improvement can be drawn, will require an annual expenditure of from $8,000 to $10,000. This amount is accordingly recommended, with the reservation that should there be available the sum necessary to complete the survey during the year ending June 30, 1887, and there be time to prepare plans and estimates for the permanent improvement of the river in time for the action of the next Congress, then, as appears above, this recommendation shall not be considered.

Total amount appropriated for this work to date	$53,000
Amount (estimated) annually required to maintain present channel	10,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000

For removing snags, wrecks, and other obstructions in the Arkansas River, fifteen thousand dollars.

Commercial statistics, 1886.

Cotton, 16,000 bales, valued at	$720,000
Dressed lumber, 2,000,000 feet	300,000
Wool, hides, and furs	10,000
Wheat and corn	10,000
Cotton-seed, 1,000 tons	12,500
Various country produce	5,000
Cattle, sheep, and horses	20,000
General merchandise, imported	566,000

With a river navigable at all seasons of the year the exports of cotton, corn, and cattle may be increased 50 per cent. The shipments of lumber would be increased 100 per cent.

Articles.	Received and handled.	Value.	Amount of business with river.
	Tons.		
Groceries	32,600	$3,900,000	$555,000
Dry goods	8,000	1,190,000	185,000
Hides and tallow	3,772	400,000	105,000
Lumber, shingles, &c	10,000	375,000	105,000
Machinery	12,000	4,000,000	150,000
Drugs, &c	800	300,000	60,000
Hardware, nails, &c	9,000	850,000	125,000
Boots, shoes, and clothing	600	200,000	10,000
Coal and fuel	80,000	240,000	25,000
Furniture	600	120,000	10,000
Grain, flour, &c	24,000	4,350,000	285,000
Bones and rags, iron, &c	150	25,000	10,000

As the first expenditure of money on this river was made as early as 1833, it is not an easy matter to determine what was the original condition of the navigable portion of this stream; but from the delta-like upper reaches it may be inferred on very substantial grounds that shifting sand-bars, numerous drift-piles, and dangerous snags characterized the obstacles to navigation in the lower reaches, and gravel and rock shoals, with a few snags and many overhanging trees, constituted those of the upper reaches. The numerous so-called steamboat grave-yards now pointed out by old pilots support this idea.

The future of the appropriation for this head for the year ending June 30, 1886, has been fraught with very grave consequences to the interests of navigation.

In February, 1885, the river was practically a great free highway of commerce from its mouth to Fort Gibson, and could easily have been kept so at medium stage of water (not the year round, on account of bars) had $36,000 been available. As it is, boats have picked their way through snags in an uncertain way. One has been sunk, and others damaged, and confidence in river navigation destroyed.

While no permanent results can be secured except by carrying out the details of the plan submitted in my last annual report for the permanent improvement of the river, yet until that is accomplished there should be an assured annual appropriation to keep the river free of snags, in the interests of the constantly increasing commerce, of at least $35,000.

Since but $19,875 was appropriated by act approved August 5, 1886, the river will become so obstructed that it will require at least $50,000 to maintain a channel during the fiscal year ending June 30, 1888.

The amount ($75,000) appropriated by act approved August 5, 1886, is too small to have any appreciable effect in reducing the amount of snagging operations required during the years ending June 30, 1887, or 1888.

Prompt attention to the permanent improvement would save these heavy outlays for snagging, that have to be repeated annually to keep the channel open.

Attention is especially invited to this matter, as there is a great chance here for practical economy, so far as this river goes.

Total amount appropriated for this work to date	$439,126 87
Amount that can be profitably expended in fiscal year ending June 30, 1888	50,000 00

Improving Black River, Arkansas and Missouri, two thousand five hundred dollars.

This river rises in the southern part of the State of Missouri, and flowing in a southerly direction empties into the White River at Jacksonport.

COMMERCIAL STATISTICS, 1886.

Black and Current rivers carry out about 15,000 bales of cotton, 800 tons cotton seed, 40,000 bushels corn, 5,000 bushels wheat, about $20,000 worth of hogs and bacon, and 700,000 pounds general store merchandise.

The milling interests are large; fully 3,000,000 staves and 20,000,000 feet lumber are handled per year.

At least one-third of the above estimate is brought out of Current River, which is deep, but being narrow is obstructed by overhanging trees and snags, and requires attention the same as Black River; about 300,000 railroad ties are handled above Black Rock.

Before any improvements were made upon this river, its channel was choked with logs and snags, and obstructed by overhanging trees, and in many places shoals interfered with its navigation at low water by any but very light-draught boats.

Its banks caved but little, and, except at the shoals, it was characterized by greater depth of water than is found in streams generally in the vicinity, due to its being narrow and its banks firm.

The original plan for its improvement contemplated the removal of the obstructions and the improvement of the shoals, the latter by wing-dams. A few sloughs were to be closed up so as to confine the water to the main channel.

Up to June 30, 1885, $49,610.80 had been expended in carrying out the above plan. This expenditure gave great relief to navigation, especially that made in the year ending June 30, 1885, inasmuch as the new snag-boat operated in that year.

Nothing has been done during the fiscal year ending June 30, 1886, the funds sufficing only to preserve the property.

Since by act approved August 5, 1886, only $5,000 were appropriated, $15,000 could be profitably expended in the year ending June 30, 1888.

Total amount appropriated for this work to date	$56,235 00
Amount (estimated) required for completion of existing project, an annual appropriation of	8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	15,000 00

Improving Big Hatchee River, Tennessee: Continuing improvement, two thousand dollars.

This river has it source in Northeastern Mississippi, flows in a northwesterly and then westerly direction, and enters the Mississippi River at the junction of Lauderdale and Tipton counties, Tennessee, about 50 miles by river above Memphis, Tenn. It flows through the richest and most productive region of West Tennessee.

COMMERCIAL STATISTICS, 1886.

The boats in this stream ply up and down, discharging a large proportion of their freights at the railroad crossing, and making occasional trips to Memphis, hence full commercial statistics could not be obtained. It has been ascertained, however, that the river was navigable for about seven months of the fiscal year. Three steamboats, three tugs, seven barges, and numerous wood-rafts, drawing from 2 to 4 feet of water, navigated it during that time, the steamers having capacities of from 100 to 125 tons each, and the barges 50 tons each.

The following freights were carried:

Cotton	bales	5,000
Cotton-seed	sacks	25,000
Staves	number	1,200,000
Lumber	feet B. M.	900,000
Wood	cords	20,000

An examination of the stream was made by the United States in 1879. The project for its improvement contemplates the removal of logs, snags, leaning timber, &c., obstructing navigation from Bolivar, Tenn., to the mouth, a distance estimated at 240 miles. This would render the river navigable for light-draught boats throughout the [illegible] The estimated cost of this improvement was $30,000.

The improvement of this stream was begun in 1880, and continued during 1881, 1882, and 1884. Before its commencement navigation was almost impossible. The work done has benefited commerce by allowing the shipment of products by river, whereas previously the railroads had a monopoly of the carrying trade.

Nothing has been done since the work was suspended, on account of high water, in February, 1885, the balance available being insufficient to resume operations in the stream.

With the amount asked for the fiscal year ending June 30, 1888, it is proposed to continue the removal of channel and bank obstructions as heretofore.

Total amount appropriated for this work to date	$22,000 00
Amount (estimated) required for completion of existing project	8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	8,000 00

Improving Caney Fork River, Tennessee: Continuing improvement, one thousand five hundred dollars.

The Caney Fork River lies wholly in the State of Tennessee, rising in the Cumberland Mountains, about 18 miles east of Sparta. It empties into the Cumberland River near Carthage, Tenn., about 120 miles above Nashville.

Commerce of Caney Fork River, Tennessee, for fiscal year ending June 30, 1886.

7 rafts logs (contents estimated)	feet B. M.	840,000
2 rafts lumber (contents estimated)	do	132,000
7 flat-boats lumber	do	359,000
Grain	bushels	1,935
Merchandise, general	pounds	4,000
Hogs	head	182

This stream rises in the Cumberlain Mountains, near Sparta, and after a course of about 200 miles, wholly in Tennessee, it discharges its waters into the Cumberland River, near Carthage, Tenn., about 120 miles above Nashville.

The head of navigation is usually considered to be at Sligo, Tenn., about 72 miles from the mouth of the river.

An examination was made in 1879, when the obstructions were found to consist chiefly of snags and overhanging trees, reefs, and gravel-bars, crooked channel, &c.

The existing project provides for removing channel obstructions and building the necessary wing-dams, so as to obtain sufficient water from February to July for steamboats of 3-feet draught, usually plying on the Cumberland River, above Nashville, during those months.

No work was done during the present fiscal year, the available funds having been nearly exhausted in October, 1884.

The appropriation made by act of August 5, 1886, and the amount herein asked for, being the balance of estimate to complete the work, can be profitably expended in clearing surface obstructions, building wing-dams, &c., as provided for in the existing plan of improvement.

Total amount appropriated for this work to date	$20,000 00
Amount (estimated) required for completion of existing project	10,228 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,228 00

Improving Clinch River, Tennessee: Continuing improvement, two thousand five hundred dollars.

The Clinch River rises in the spurs of the Cumberland Mountains in Tazewell County, Virginia, and, flowing in a southwesterly direction, discharges its waters into the Tennessee River at Kingston, Tenn., having a course of about 165 miles in Virginia and 230 miles in Tennessee.

COMMERCIAL STATISTICS.

The commercial statistics of this river have been heretofore kept on the boats by the assistant engineer in local charge of the work, when active operations were in progress, but no data have been obtained for the last fiscal year, though it is well known that the business of the river has suffered no diminution.

An examination of this stream was made in 1875, upon which the existing project is based, supplemented by a partial examination of its upper waters from Nash's Ford, Virginia, to Haynes, or Walker's Ferry, Tennessee, in 1881.

The improved channel in Tennessee was found to be obstructed principally by ledges, bowlders, fish-traps, snags, and overhanging trees.

The first appropriation ($10,000) for the improvement of this stream was made in 1880, and limited the expenditure to its waters in the State of Tennessee, and this limitation has been continued in all subsequent appropriations.

The project adopted for the improvement consists in the removing of dangerous obstructions to extreme low-water mark, by reducing rocky points, removing bowlders, snags, &c., cutting a channel through ledges and gravel-bars, and building riprap dams where necessary, so as to secure at ordinary low water a depth of 2 feet as far up as Clinton, 70 miles, and 1½ feet to Walker's Ferry, 75 miles above Clinton.

No work was done during the fiscal year ending June 30, 1886, excepting the care of the engineer property pertaining to the work.

The results of the work done in previous years show that the reefs have been reduced, and many snags and overhanging trees removed, and several strong, heavy wing and longitudinal dams built, thus securing a passable channel at stages of the water 2 or 3 feet lower than before the improvement was begun. The season of navigation is consequently lengthened. Special advantages are gained at Black Shoals and Bletcher's Shoals. The danger of passing these of late serious obstructions has been reduced to a minimum, and has given very general satisfaction to river men.

The appropriation made by the act of August 5, 1886, and the amount herein asked for, can be profitably expended in removing channel obstructions and in building the necessary wing-dams at such points as will be most advantageous to commerce, and in widening the channel, where found necessary.

Total amount appropriated for this work to date	$26,000 00
Amount (estimated) required for completion of existing project	24,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	24,000 00

Improving Cumberland River, Tennessee and Kentucky, below Nashville: Continuing improvement, five thousand dollars; above Nashville, one hundred thousand dollars.

The Cumberland River rises on the west slope of the Cumberland Mountains, in Southwestern Kentucky, and after a tortuous course of about 700 miles through Kentucky and Tennessee, enters the Ohio.

The Cumberland is navigable for all steamboats which ply upon it for six months in the year from Nashville to the mouth of the river, a distance of 192 miles, from six to eight months for boats drawing 3 feet and less, and the entire year for boats of 16 inches draught. Above Nashville the river is navigable to Point Burnside (the Cincinnati Southern Railway crossing), a distance of 327 miles, from four to six months each year for steamboats drawing 3 feet or less, and from two to three months for larger boats. From Nashville to Burksville, 238 miles above, the river is navigable for steamers of 3 feet draught for from five to seven months, and from three to five months for the larger boats. From Nashville to Carthage, 118 miles above, the river is navigable from six to eight months for steamers of 30 inches draught, and from four to five months for larger boats.

The work done upon the Cumberland, though not yet completed, has already had the effect of extending the duration of navigation both above and below Nashville.

I.—*Below Nashville* (192 *miles*).

Steamboats.	Dimensions of hull.	Tonnage.
	Feet.	
J. P. Drouillard	165 by 31 by 5.5	467
W. H. Cherry	169 by 32 by 5.2	396
B. S. Rhea	162 by 32 by 4.5	197
Julien Gracey	100 by 22 by 2.8	82
J. H. Willman	149 by 28.5 by 3.7	282
Alf. Stevens	156 by 25 by 6	.....

Bellefontaine, between Clarksville and Ohio River, made 16 round trips.
Total number of round trips made by steamboats from Nashville to points below = 100 trips.

I.—*Below Nashville* (192 *miles*)—Continued.

Articles.	Quantity.	Articles.	Quantity.
Brick.....tons..	46	Lumber on boats.....feet, B. M..	150,000
Coal.....do...	2,214	Miscellaneous merchandise .. tons..	8,619
Grain.....bushels..	405,900	Passengers above and below Nashville.....number..	33,904
Flour.....barrels..	6,673	Spokes and hubs.....bundles..	37,942
Hay.....bales..	7,455	Shingles.....M..	915
Hogs.....head..	358	Tobacco.....hogsheads..	3,730
Horses and cattle.....do...	512	Salt.....barrels..	4,440
Iron, pig.....tons..	2,441	Wood on barges.....cords..	6,868
Logs in rafts.....feet, B. M..	400,000		
Lumber in rafts.....do...	250,000		

Work in the channel was carried on with a small force till the end of September, 1885, when operations were suspended by reason of the exhaustion of the available funds.

On this section an improved channel has been secured, and a lengthened season of safe navigation, with ability for light-draught boats to ply during the low-water season.

The appropriation made for this section in the act of August 5, 1886, and the amount estimated for, can be profitably expended in continuing work upon the shoals and removing snags, &c., below Nashville, in accordance with the existing project, including the improvement of the channel at mouth of the river by building brush and stone dams, &c., so far as may be necessary.

The original estimate of cost of improving the Cumberland River below Nashville	$248,821 00
Estimate increased in 1884 to	348,000 00
Amount appropriated	255,000 00
Amount expended	242,359 26
Total amount appropriated for this work to date	255,000 00
Amount (estimated) required for completion of existing project	93,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	40,000 00

II.—*Above Nashville, from Nashville to head of Smith's Shoals* (335 *miles*).

Steamboats.	Dimensions of hull.	Tonnage.
	Feet.	
Benton McMillin	155 by 33 by 5	229
City of Nashville	149 by 31 by 4	319
Thos. D. Fite	149 by 29 by 4	314
L. P. Ewald	149 by 30 by 4	359
H. K. Bedford	149 by 27 by 4	139

Total number of round trips made by steamboats from Nashville to points above = 122 trips.

Articles.	Quality.	Articles.	Quality.
Brick.....tons..	21	Passengers above and below Nashville.....	39,904
Coal.....do...	1,456	Spokes and handles.....bundles..	401
Horses and cattle.....head..	836	Sand.....barges..	316
Iron, scrap or pig.....tons..	3	Shingles.....M..	168
Grain.....bushels..	187,744	Staves.....barges..	2
Flour.....barrels..	5,964	Salt.....barrels..	4,568
Hay.....bales..	780	Tobacco.....hogsheads..	3,761
Hogs.....head..	2,071	Wood.....cords..	5,367
Logs in rafts.....feet, B. M..	29,647,920	Miscellaneous merchandise....tons..	6,005
Lumber in rafts.....do....	1,238,000		
Lumber on boats and barges....do....	8,866,200		

Passed over Smith's Shoals:	
2 flat-boats, lumber	$2,000
6 barges, coal	3,000
6 rafts, cedar posts	500
Logs, 28,000	143,000
Stopped at head of shoals:	
Logs, 2,500	12,500
Staves, 750,000	

All the above came from sections below mouth of Laurel River, excepting the 28,000 logs, which came down from above mouth of the Jellico.

During the fiscal year, operations on this section were carried on under the project approved in act of July 5, 1884, and as embodied in Senate Ex. Doc. 128, first session Forty-eighth Congress.

The work was in local charge of C. A. Locke, assistant engineer, with a small working force, and was confined to improving navigation at Upper Nashville Island and at Priestly's Shoals, by channel excavation and building spur-dams, so as to obtain a depth of 4 feet over the shoals, at ordinary low water, and so changing the river and channel slopes as to secure a permanent improvement, forming part of the radical plan projected—that of building locks upon the worst sections, and jetties upon the sections less obstructed, thus securing an economic utilization of both systems to the advantage of navigation.

The appropriation made by act of August 5, 1886, and the amount herein estimated for can be profitably expended in building the locks nearest Nashville, and in the open channel-work necessary under the existing plan.

In continuing this improvement under future appropriations, it would seem proper to take into consideration the fact that a section of the river below Point Burnside, extending perhaps to the Kentucky State line, finds its most direct markets *via* the Cincinnati Southern Railway.

The claims of this part of the river for immediate improvement are, therefore, quite as great as those on the portion directly above Nashville.

The facilities for carrying on the improvement from Point Burnside are equal, if not superior, to those at Nashville. Stone for locks, of excellent quality, can be found near at hand, while all other supplies, especially iron, can be obtained *via* Cincinnati rapidly and at the lowest possible cost.

Total amount appropriated for this work to date	$406,000 00
Amount (estimated) required for completion of existing project	3,952,922 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	600,000 00

Improving French Broad River, Tennessee: Continuing improvement, five thousand dollars.

The French Broad River enters the State of Tennessee at Paint Rock, and after a course of 121 miles empties into the Holston River, 4½ miles above Knoxville.

No commercial statistics obtainable for the fiscal year 1886.

The French Broad River drains the western slopes of the Blue Ridge in North Carolina, and flowing northeast in North Carolina enters Tennessee at Paint Rock, and after a further course of about 121 miles joins its waters to the Holston River, 4½ miles above Knoxville.

An examination made in 1876 found the river impeded by the surface obstructions common to mountain streams, and having a fall of about 1 foot per mile below Leadvale.

The present plan consists in removing bowlders, reefs, and gravel and sand bars, &c., from the channel, cutting down overhanging trees, and building wing-dams where necessary, so as to secure a channel sufficient to pass small steamboats of 2½ feet draught during the low-water season from Leadvale to mouth of river, about 90 miles.

The appropriation made by the act of August 5, 1886, and the amount herein asked for can be profitably expended in the continuance of work under the existing project, by removing rock-reefs, snags, &c., reducing gravel-bars, and building wing-dams where most needed as high as Leadvale.

The available funds being nearly exhausted, work was carried on only during July, the first month of the fiscal year.

The riprap dam at Sewee Shoals was completed, 100 cubic yards of stone being quarried and placed in the dam, and the working force, boats, &c., in charge of Superintendent R. R. Thacher, were dropped down to the Hiawassee River during the same month.

Total amount appropriated for this work to date	$28,000 00
Amount (estimated) required for completion of existing project	122,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Hiawassee River, Tennessee: Continuing improvement, one thousand dollars.

eam rises on the west slopes of the Blue Ridge in Georgia, and enters the River *about 65 miles* above Chattanooga.

The head of navigation is near Savannah Ford, Tennessee, 33 miles from mouth of river.

The commerce consists chiefly of grain on flat or keel boats and general merchandise on steamers plying between Charleston and points on the Tennessee River.

An examination was made in 1875, as far as Columbus, Tenn., a few miles above Savannah Ford, upon the which present project for the improvement of the river is based. Between these places is good water for steamboats.

The obstructions were found to be rock-reefs, bowlders, gravel bars, overhanging trees, &c.

The existing plan is to reduce the reefs and bars, remove the surface obstructions, and build wing-dams where necessary, so as to secure a channel 40 feet wide and 2 feet deep at low water as high up as Savannah Ford.

Work was carried on under the local charge of Superintendent R. R. Thacher, during August, September, and October, when high water caused a suspension of operations, which have not yet been renewed.

The funds available and the amount herein asked for can be profitably expended in removing surface obstructions and in obtaining the improved channel required by the existing project.

Total amount appropriated for this work to date	$34,000 00
Amount (estimated) required for completion of existing project	2,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	2,500 00

Improving South Forked Deer River, Tennessee: Continuing improvement, two thousand dollars.

COMMERCIAL STATISTICS.

During the fiscal year the stream was navigable from December to June. Its commerce was carried on principally by steamboat, drawing 3 feet of water, and rafts. The following were brought out of the river:

Staves	number	600,000
Lumber	feet, B. M.	1,900,000
Wood	cords	5,000

This river heads in McNairy and Henderson counties, Tennessee, and, flowing in a general northwesterly direction, joins the main Forked Deer River 8 miles below Dyersburg, Tenn. The commerce of the country through which it passes is considerable, and before the introduction of railroads was carried upon this stream to the Mississippi River. Of late years, however, the railroads have diverted the transportation of a large portion of the products in other directions. Two railroads and five county bridges, all without draws; a log boom at Hosier Mill, about 100 miles above the mouth, and a brush dam, 13 miles below Bell's Depot, and about 130 miles above the mouth, which deflects the main body of the river into an artificial channel for the use of private parties, all form serious obstructions to the navigation of this river. Owing to these obstructions, the navigation is principally by means of flatboats that can pass under the bridges.

An examination of the river was made by the United States in 1880, and the project for its improvement contemplated the removal of snags, logs, leaning timber, and similar obstructions to navigation, at an estimated cost of $19,250. The original plan contemplated improving the river from Sharon to the mouth (about 114 miles), only, but operations have been carried up to Jackson, Tenn., the head of navigation, 81 miles above Sharon.

Work was carried on during 1883 and 1884, and a large number of obstructions, principally overhanging timber, were removed between the mouth and Jackson, which greatly increased the facilities for navigation. As long as the artificial obstructions remain the whole river cannot be made navigable for steamboats, but the portion below the lower obstruction, about 100 miles above the mouth, and the reach from Bell's Depot to Jackson, about 60 miles, can be improved in the interest of steamboat navigation.

Nothing has been done since December, 1884, when the funds for this improvement were exhausted.

Should an appropriation be made for the fiscal year ending June 30, 1888, it is proposed to continue the removal of obstructions from the channel and banks as heretofore.

Total amount appropriated for this work to date	$10,000 00
Amount (estimated) required for completion of existing project	9,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving Tennessee River, Tennessee, above Chattanooga: Continuing improvement, two thousand five hundred dollars.

COMMERCIAL STATISTICS OF THE TENNESSEE RIVER FOR FISCAL YEAR ENDING JUNE 30, 1886.

Twelve steamboats ply on the Tennessee to and from Chattanooga; eight on the upper river as high as Knoxville, and four on the lower river as low as Decatur, Ala. (head of Muscle Shoals).

Only a partial statement of the commerce could be obtained.

Received at Chattanooga from above Chattanooga.

Articles.		Quantities.	Estimated value.
Iron ore	tons	44,374	$77,650 50
Limestone	do	22,282	13,369 20
Sand	do	891	668 25
Tan-bark	do	500	3,500 00
Logs	feet, B. M.	25,000,000	225,000 00
Grain	bushels	501,000	293,000 00
Hay	bales	19,705	16,000 00
Hogs	head	3,000	18,000 00
Chickens	do	19,200	2,500 00
Eggs	dozen	12,500	1,600 00
Miscellaneous merchandise	pounds	455,300	24,800 00
Total			676,087 95

About 4½ miles above Knoxville the waters of the French Broad and Holston rivers unite, forming the Tennessee.

From Knoxville to Chattanooga, a distance of 189 miles, the river is navigable the greater part of the year.

The examinations made in 1830 and 1872 show that the principal obstructions, twenty-nine in number, consist chiefly of rock reefs and sand and gravel shoals.

The present plan of improvement is to blast a channel through the reefs and to build stone dams to contract the water-way, so as to secure at least a depth of 3 feet at low water.

No work has been done during the fiscal year, the available funds having been exhausted in October, 1884.

The improvements already made are practically permanent, the regimen of the river being principally of that character.

The appropriation made by the act of August 5, 1886, and the amount herein estimated for can be profitably expended in the repair and extension of some of the dams already built and in continuing the work of channel excavations, building dams, &c., covered by the existing project.

The estimates for improving Tennessee River above Chattanooga, as modified and increased from 1871 to 1884	$300,000 00
Amount appropriated	226,000 00
Amount expended	218,442 86
Total amount appropriated for this work to date	226,000 00
Amount (estimated) required for completion of existing project	74,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	30,000 00

Improving Tennessee River at Big Mussel Shoals, Little Mussel Shoals, Elk River Shoals, and Colbert Shoals, Alabama: To complete improvement at those localities, one hundred and twenty-five thousand dollars.

This portion of the Tennessee River from Chattanooga to Paducah, 456 miles in length, is now navigable, excepting at the Muscle Shoals, where about 23 miles of obstructions are in process of removal. The completion of this work will connect 367 miles of navigable water in the Tennessee above Muscle Shoals (besides hundreds of [illegible] its navigable tributaries) with 255 miles of river below Muscle Shoals, and [illegible]h the entire Mississippi system.

Commercial statistics of the Tennessee River, for fiscal year ending June 30, 1886.

Articles.	Quantities.	Estimated value.
From above Chattanooga.		
Iron ore ..... tons..	44,374	$77,650 50
Limestone ..... do....	22,282	13,369 20
Sand ..... do....	891	668 25
Tan-bark ..... do....	500	3,500 00
Logs ..... feet, B. M..	25,000,000	225,000 00
Grain ..... bushels..	501,000	293,000 00
Hay ..... bales..	19,705	16,000 00
Hogs ..... head..	3,000	18,000 00
Chickens ..... do....	19,200	2,500 00
Eggs ..... dozen..	12,500	1,600 00
Miscellaneous merchandise ..... pounds..	455,300	24,800 00
Total	.....	676,087 95
From below Chattanooga.		
Cotton ..... bales..	15,000	721,875 00
Corn ..... bushels..	35,440	17,000 00
Cattle ..... head..	1,500	36,000 00
Total	.....	774,875 00

No data could be obtained of the general merchandise.

List of steamboats plying below Muscle Shoals.

Name.	Between what points.	Tonnage.
John Gilbert	Saint Louis and Clifton, Tenn	750
W. F. Nisbet	do	700
City of Florence	Saint Louis and Florence, Ala	500
Henry A. Taylor	do	350
Clyde	Evansville and Florence, Ala	500
Silver Cloud	Paducah and Florence, Ala	600
Lucy Robinson	Johnsonville and Duck River	150

Besides above, four or five tow-boats and tugs and numerous barges were almost constantly employed.

Articles.	Quantities.	Estimated value.
Cotton ..... bales..	35,000	$1,750,000
Peanuts ..... bags..	200,000	800,000
Rough lumber ..... feet, B. M..	1,500,000	250,000
Oak staves ..... number..	2,000,000	260,000
Tobacco ..... hogsheads..	3,000	300,000
Pig-iron ..... tons..	10,000	120,000
Hogs ..... head..	10,000	100,000
Cattle ..... do....	5,000	100,000
Lumber (rafts) ..... feet, B. M..	2,500,000	200,000
Corn ..... bags..	50,000	50,000
Tan-bark ..... cords..	2,000	20,000
Hoop-poles ..... number..	2,000,000	20,000
Split timber ..... cords..	3,000	30,000
Hard-wood products	.....	*75,000
Manufactured tobacco	.....	*50,000
Lumber, dressed	.....	*50,000
Cotton seed ..... tons..	5,000	50 000
Poultry, pelts, hides, &c	.....	50,000
Total	.....	4,275,000

* Only the estimated value could be obtained.

All of the above were shipments out of the Tennessee. About an equal value in general merchandise was brought into the river, from the Ohio and Mississippi rivers, during the same period.

The existing project consists in enlarging and rebuilding the old canal, 14½ miles long, at Big Muscle Shoals, by building nine locks, and an aqueduct 900 feet long and 60 feet wide over Shoal Creek, with the necessary permanent dams and bridges at the several creeks, &c.; in constructing at Elk River Shoals a new canal 1½ miles long with two locks; and at Little Muscle Shoals by blasting a channel through the bed-rock of the river and building stone wing-dams and retaining-walls; also in removing or reducing the worst obstructions to navigation above Decatur and below Florence, Ala.

At Little Muscle Shoals the work is practically completed according to the modified project. A channel about 2½ miles long has been blasted out, and about 3 miles in length of permanent stone dams has been built. The total cost of this improvement was $126,180.

The current is strong, and the velocity, combined with other causes, may require that further work be done on this section, either by the construction of locks or by a modification of the present system of dams.

At the Big Muscle Shoals the work has been very efficiently carried on during the year under the local charge of Assistant Engineer Robert Hooke, with a greatly reduced force, owing to the failure of the proposed river and harbor bill of 1885.

It was originally designed to construct ten locks, but in 1879 it was decided as a matter of economy to dispense with Lock 6 by increasing the lifts of Locks 5 and 7; therefore the locks known in previous reports as numbers 7, 8, 9, and 10 will be known as numbers 6, 7, 8, and 9 in this report.

The principal work done during the year has consisted in the building and placing in position the iron gates of Locks 1 to 8, inclusive, and in the construction of the Shoal Creek Aqueduct, as follows:

Locks 1 and 2.—Lower gates erected, upper and lower gates suspended.

Lock 3.—Lower gates erected, upper gates suspended.

Lock 4.—Lower and upper gates erected.

Lock 6.—Lower gates erected and suspended.

Locks 5, 7, and 8.—Lower gates erected.

Lock 9.—Lower gates framed and drilled, but not placed in position.

The upper gates of Locks, 1, 2, and 3 were already in position at the beginning of the year, but not suspended.

Shoal Creek Aqueduct.—The I-beams placed on the piers for supporting the floor and sides were all in position in March last, and the work of drilling the bottom plates was begun in April, and by the close of the year 90 plates had been drilled and 36 plates riveted to the beams.

For each plate there are from 142 to 150 holes five-eighths inch to be drilled to the depth of 1⅛ inches, *i. e.*, the thickness of the plate and the beam-flange. With the two drilling-machines now in use (see Report Chief of Engineers, 1885, page 1757, sheet II) about 475 holes can be drilled per day, on an average. An additional number of these drilling-machines, slightly modified, will be constructed and set to work as soon as practicable.

There were also built during the year six protection-dams of dry rubble masonry, varying in length from 80 feet to 200 feet, and from 10 feet to 16 feet in height. These dams were built across various hollows near to their entrance to the canal, and are intended to hold the immense quantities of gravel, &c., washed from the adjacent country during and after heavy local rains, and thus prevent the filling of the canal. There are yet six more of these hollows to be provided with similar stone dams. Some section work was done on the lower 5 miles of the canal.

At *Elk River Shoals* the work has been carried on in a very satisfactory manner under the direction of W. A. Toms, assistant engineer in local charge.

A large quantity of miscellaneous work was also done upon this division.

The funds available and the amount herein asked for can be profitably expended in completing the work at Big Muscle Shoals and Elk River Shoals, so that the Muscle Shoals Canal can be put in navigable condition, and the work already done utilized without delay.

To thus open both divisions of the Muscle Shoals Canal to navigation a large quantity of work remains yet to be done, the principal items of which may be briefly stated as follows:

Excavating canal trunks, principally on the Elk River Division.

Excavating channel entrance to Lock B.

Finishing masonry of Lock B.

Building embankment and slope-wall on the section at the lower end of canal, Muscle Shoals.

Reconstructing tow-path on several sections.

[illegible]ating the drop-gates of the five lower locks, and placing them in position.

Completing the Shoal Creek Aqueduct by placing and riveting plates, &c.

Constructing and adjusting the maneuvering appliances of the lock-gates.

To this should be added the work of completing Dam No. 1, and the necessary repairs and modifications at the other dams at the Little Muscle Shoals.

The work necessary to be done upon many of the obstructions in the river between Chattanooga, Tenn., and Decatur, Ala., and below Florence, Ala., can be carried on advantageously in connection with the more important work at the Muscle Shoals; for instance, above Decatur, to reduce the sand-bar at Bridgeport; and below Florence, to complete the dam at Tuscumbia Shoals; to improve Colbart Shoals, and to remove surface obstructions in the lower river, and the cost of such proposed work forms part of the estimates for 1888, herewith submitted.

Amount expended	2,689,839 74
Total amount appropriated for this work to date	2,958,000 00
Amount (estimated) required for completion of existing project	1,175,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving South Fork of Cumberland River, Kentucky: Continuing improvement, two thousand five hundred dollars.

This stream is formed by the junction of Clear Fork and New River, in Fentress County, Tennessee, flows north about 88 miles, and empties into the Cumberland River near Burnside, Ky.

COMMERCIAL STATISTICS, 1886.

The commerce is principally in saw-logs.

About 10,000 logs and 600,000 staves, valued at about $49,000, are reported as passing down the South Fork during the fiscal year.

It is, however, very difficult to obtain complete data of the rafting and logging interests of these mountain streams.

An examination was made in 1881, and the obstructions were found to be chiefly reefs and immense bowlders. Situated about midway from the head of the South Fork to its mouth is a formidable barrier known as the Devil's Jumps, from which point to the Kentucky State line, a distance of 8¾ miles, the fall is so great that even if improved the navigation would be very difficult.

The present project provides only for the improvement of the stream below the Devil's Jumps, about 44 miles, by removing gravel bars and bowlders, excavating a channel through the rock-reefs, and building wing-dams, so as to secure safe navigation at strages of the river when at least 3 feet above low water.

No work has been done during the fiscal year, the available funds having been nearly exhausted in February, 1885.

The appropriation made by the act approved August 5, 1886, and the amount herein asked for can be profitably expended in continuing work, as provided by the existing project, from mouth of river to Devil's Jumps, near the Kentucky line.

Total amount appropriated for this work to date	$12,000 00
Amount (estimated) required for completion of existing project	50,803 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	15,000 00

Improving Kentucky River, Kentucky: Continuing improvement, one hundred thousand dollars.

This river is one of the tributaries of the Ohio River, and has its source in the southeastern part of Kentucky. It flows in a northwesterly direction, and empties into the Ohio River at Carrollton.

Commercial statistics, Lower Kentucky River, Kentucky, for the fiscal year 1885–'86.

Articles.	Quantity.	Average price.	Value.
Barrels ..... number..	325	50 cents each	$162 50
Cattle ..... do....	728	$35 a head	25,480 00
Coal ..... bushels..	838,500	9 cents per bushel.....	75,465 00
Cedar posts ..... number..	70,631	25 cents each.....	17,657 75
Cross-ties ..... do....	106,679	50 cents each.....	53,389 50
Flour ..... barrels..	1,000	$5 per barrel	5,000 00
Grain ..... bushels..	276,732	75 cents per bushel....	207,549 00
Hay ..... bales..	4,731	$2 per bale	9,462 00
Hogs ..... number..	8,444	$8 each	67,552 00
Horses ..... do....	410	$150 each	61,500 00
Iron, manufactured ..... tons..	1,916	$50 per ton	95,800 00
Junk ..... do....	52	$75 per ton.....	3,900 00
Logs, saw ..... number..	167,268	$2.50 each.....	418,170 00
Logs, walnut ..... do....	11,102	$10 each	111,020 00
Lumber ..... feet, B. M..	2,660,525	$18 per M.....	47,889 45
Merchandise, miscellaneous ..... tons..	17,931	.....	1,390,000 00
Stone, building ..... cubic yards..	1,095	$2.50 per cubic yard...	2,737 50
Stone, riprap ..... do....	27,111	75 cents pr. cub. yard..	20,333 25
Staves ..... number..	170,438	$40 per M.....	6,817 52
Stoneware ..... gallons..	500	8 cents per gallon	40 00
Sheep ..... number..	1,204	$2.50 per head.....	3,235 00
Timber ..... cubic feet..	103,715	20 cents pr. cub. foot..	20,743 00
Tobacco ..... hogsheads..	9,901	$100 per hogshead	990,100 00
Whisky ..... barrels..	22,110	$80 per barrel.....	1,768,800 00
Wood ..... cords..	250	$2.50 per cord.....	625 00
Passengers	13,716	$1.50 each.....	20,574 00
Commerce, estimated as passed between pools and not reported.	.....	.....	100,000 00
Total	.....	.....	5,524,002 47

Commercial statistics of Beattyville, Ky., and vicinity, for fiscal year 1885–'86.

Articles.	Quantity.	Average price.	Value.
Beer ..... cases..	690	$2 per case	$1,380
Coal ..... bushels..	75,000	10 cents per bushel .	7,500
Corn ..... do....	1,600	80 cents per bushel .	1,280
Country produce	.....	.....	4,700
Cross-ties ..... number..	375,000	40 cents each	150,000
Feathers ..... pounds..	2,800	60 cents per pound .	1,680
Flour ..... barrels..	2,134	$6 per barrel.....	12,804
Grain ..... bushels..	1,850	65 cents per bushel .	1,202
Hides ..... number..	2,326	$3 each	6,978
Iron, manufactured ..... tons..	150	$20 per ton.....	3,000
Iron, pig ..... do....	500	$12 per ton.....	6,000
Lumber ..... feet, B. M..	250,000	$14 per thousand....	3,500
Roots ..... pounds..	740	$5 per pound.....	3,700
Salt ..... barrels..	375	$2 per barrel.....	750
Saw-logs, poplar ..... feet, B. M..	36,345,000	$14 per thousand....	508,830
Saw-logs, walnut ..... do....	6,210,000	$20 per thousand....	124,200
Shingles ..... number..	265,000	$3 per thousand.....	795
Stock ..... head..	358	$20 per head	7,160
Staves ..... number..	280,000	$40 per thousand	11,200
Tobacco ..... pounds..	315,000	8 cents per pound...	25,200
Whisky ..... barrels..	85	$120 per barrel.....	10,200
Miscellaneous merchandise ..... pounds..	749,000	20 cents per pound..	149,800
Passengers, 1,590; average fare, $2.50 each	.....	.....	3,975
Total	.....	.....	1,045,834

The Kentucky River is a tributary of the Ohio, emptying into it at Carrollton, Ky., about midway between Cincinnati, Ohio, and Louisville, Ky.

The present project for the improvement of this river was adopted in 1879, the object being to repair the five locks and dams built by the State of Kentucky, and extend slackwater navigation for a draught of 6 feet, by the construction of additional locks and dams, to Beattyville, a distance of 261 miles from the mouth of the river. Four of the original locks have been repaired during previous years and three of the dams rebuilt, the fourth having also been restored to a serviceable condition.

During the fiscal year just ended operations for the improvement of this river have been continued.

LOCK AND DAM NO. 1.

The new dwelling for the lock-keepers contracted for during the previous year was completed.

LOCK AND DAM NO. 5.

Contracts have been entered into for the iron work, spikes, timber, lumber, and stone for this dam. Those for the first two items have been completed, and that for the third is nearly so.

All the needed repairs to the lock and approaches were also completed, and the pool was filled about January 1, 1886. This extended the slackwater navigation upon the river a distance of 17 miles.

While this work was in progress it became necessary to make extensive repairs to Dam No. 4 also.

LOCK AND DAM NO. 6.

Under the authority contained in the act of July 5, 1884, negotiations were commenced for the land required for this work soon after the passage of the act. After encountering an unusual number of difficulties and delays, which have extended over nearly two years, the United States has finally been able to obtain a good title to the land needed. This will be purchased at an early day.

DAM AT BEATTYVILLE.

The land necessary for the construction of this dam having been purchased in October last, steps were at once taken to commence its construction.

Everything that will be needed as far as could be anticipated, and that had to be transported up the river, has now been delivered at the site of the work.

The stage of water being favorable, the work of construction was commenced early in May, and up to the close of the fiscal year about two-thirds of the piles required for the foundations of the passes, dam, and abutment, had been driven. The operations have been delayed by several sudden and unexpected rises in the river.

IMPROVEMENT OF THE UPPER RIVER.

This work was commenced at the beginning of the fiscal year, and was continued until October 12, when, on account of a rise in the river, and cold weather, it was suspended. During this time many of the worst places were relieved, and navigation greatly improved.

In addition, 10,808 linear feet of wing-dams were built, and 9,434 overhanging trees were deadened. The improvement of this part of the river has been of great benefit to the dam being constructed at Beattyville, as it enabled the material needed in building it to be transported to its destination at a much lower stage of water than could have been done before this work was undertaken. It has also largely increased the amount of commerce upon the upper river.

With the amount appropriated by the act of August 5, 1886, $187,500, the construction of the dam at Beattyville will be completed, and Lock and Dam No. 6 will be commenced and continued as far as practicable. The snag-boat will also be completed.

It is proposed to continue the work of improvement by completing Lock and Dam No. 6 and the construction of additional locks and dams with the amount asked for.

Total amount appropriated for this work to date	$1,237,500 00
Amount (estimated) required for completion of existing project	2,034,139 26
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving Tradewater River, Kentucky: Continuing improvement, two thousand dollars.

This river is a tributary of the Ohio and empties into it 79 miles below Evansville, Ind.

Commercial statistics for fiscal year 1885–'86.

Articles.	Quantity.	Average price.	Value.
Apples, dried ..... pounds..	23,000	3 cents per pound.....	$690
Butter ..... do....	900	25 cents per pound.....	225
Coal ..... barges..	900	$84 per barge	75,600
Corn ..... bushels..	75,000	40 cents per bushel	30,000
Feathers ..... pounds..	27,000	50 cents per pound.....	13,500
Lumber ..... feet, B. M..	5,250,000	$12 per M.....	63,000
Oats ..... bushels..	17,000	32 cents per bushel	5,440
Potatoes ..... do....	8,000	53 cents per bushel	4,240
Peaches, dried ..... pounds..	14,000	5 cents per pound.....	700
Staves, oak ..... number..	6,000,000	$15 per M.....	90,000
Timber in log:			
Poplar ..... cubic feet..	1,236,000	12 cents per cubic foot..	148,320
Oak ..... do....	975,400	15 cents per cubic foot..	146,310
Walnut ..... do....	2,000	55 cents per cubic foot..	1,100
Sweet gum ..... do....	20,000	10 cents per cubic foot..	2,000
Tobacco ..... hogsheads..	900	$75 per hogshead.....	67,500
Wool ..... pounds..	50,000	30 cents per pound.....	15,000
Wheat ..... bushels..	250,000	80 cents per bushel	200,000
			863,625

The project for the improvement of the river contemplates the formation of a clear channel at least 40 feet in width, with a minimum depth of 2½ feet, during eight months of the year.

There being no funds available for the improvement, no work has been done during the past fiscal year except caring for public property.

To complete the work there remain 10 miles of river from which obstructions are to be removed, and the banks are to be cleared of trees for a distance of 27 miles.

With the $2,000 appropriated by the act of August 5, 1886, the improvement of the river will be continued in accordance with the approved project.

It is proposed to complete the improvement with the amount asked for.

Total amount appropriated for this work to date.....	$10,500 00
Amount (estimated) required for completion of existing project.....	6,000 00
Amount that can be profitaby expended in fiscal year ending June 30, 1888	6,000 00

Improving the falls of the Ohio River, at Louisville, Kentucky: Continuing improvement, according to the last plan of the engineer in charge, seventy-five thousand dollars.

This work is, in fact, the enlargement of the upper portion of the Louisville and Portland Canal, in accordance with the plans recommended in 1883, and the first appropriation for which was made July 5, 1884, and which appropriation was for $300,000.

The city of Louisville has a population of 123,758 inhabitants, according to the census of 1880.

Commerce passing the Falls of the Ohio by canal and by river.

Years.	Through canal.		Descending open river.		Ascending open river.		Total.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1880–'81	4,196	1,124,838	1,220	377,055	503	140,306	5,919	1,642,199
1881–'82	3,964	904,340	1,793	537,906	750	220,965	6,507	1,663,214
1882–'83	4,954	1,226,455	1,294	398,240	179	61,802	6,427	1,686,497
1883–'84	4,346	1,070,650	1,384	432,575	301	98,757	6,031	1,601,982
1884–'85	4,886	1,217,231	708	231,695	95	24,320	5,689	1,473,246
1885–'86	5,057	1,554,342	1,296	408,619	373	102,536	6,726	1,065,497

The amount of revenue collected at the port of Louisville, Ky., during the fiscal year was $142,489.89. Value of imports during the same time, $241,756.57.

This work is the enlargement of the upper portion of the Louisville and Portland Canal and widening of the approach thereto, which practically effects a very considerable enlargement of the harbor of Louisville, Ky., and is being executed in accordance with the plans recommended in the annual report of Lieut. Col. William E. Merrill, Corps of Engineers, for 1883, with some modifications of detail as noted in his report for 1885, and is fully under way, a considerable portion of the excavation having been made.

Proposals for a large portion of the excavation on this work were opened about the close of the fiscal year ending June 30, 1885, and under contracts dated July 1, 1885, with George W. Lewis for the lower section, and with John Molloy for the middle section. Work was begun on July 9, 1885, and carried on during favorable stages of the river until the end of the fiscal year. Work was suspended for nearly four months by reason of high water and bad weather. The earth, loose rock, and river wall are nearly removed from the lower section, and the rock excavation is about half completed to grade. The contractor for the middle section has removed about half of the material necessary to clear the rock surface for blasting. Bids in the letting of June 24, 1885, were so low, and so large a surplus of funds was left, that it was determined to let another contract, carrying the excavation up to the cross-dam, about half the width of the proposed harbor.

Proposals were opened on the 27th of July, 1885, and the contract for the work was awarded to the lowest bidders, viz, Gleason & Gosnell, and executed August 4, 1885.

Work under this contract was interrupted by high water November 1, 1885, before the contractors had completed a temporary dam, and the river did not again reach a low enough stage to permit of a resumption of the work before the end of the fiscal year. It has just been resumed.

It is proposed to apply the funds that may be available during the next fiscal year, beyond the amount for the payments under present contracts, in commencing the construction of the north wall of the enlarged canal and the continuation of excavation.

The appropriation asked for fiscal year ending June 30, 1888, would probably be applied to building of north wall, continuation of excavation, and possibly to building of the new dam.

Total amount appropriated for this work to date	$437,983 00
Amount (estimated) required for completion of existing project	1,035,363 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving Muskingum River, Ohio: Continuing improvement, fifty thousand dollars.

The river and harbor act, approved August 5, 1886, contains the following clause: "Improvement of the Muskingum River, Ohio, between Zanesville and the mouth of he river, and for operating the same, twenty thousand dollars. And the United States hereby accepts from the State of Ohio the said Muskingum River improvement (and all the locks, dams, and their appurtenances, and the canals belonging to said improvement) and all the franchises and property of every kind, and rights in said river and its improvements now owned, held, and enjoyed by the State of Ohio, including all water-leases and rights to use water under and by virtue of any lease of water now running and in force between the State of Ohio and all persons using said waters, hereby intending to transfer to the United States such rights in said leases and contracts as are now owned, held, or reserved by the State of Ohio; but not to affect any right to the use of the water of said river now owned and held by the lessees of any water-right under any lease or contract with the State of Ohio. And the United States hereby assumes control of said river, subject to the paramount interests of navigation. The provisions of this act, so far as they relate to the Muskingum River, shall not take effect, nor shall the money hereby appropriated be available until the State of Ohio, acting by its duly authorized agent, turns over to the United States all property ceded by the act of the general assembly aforesaid, and all personal property belonging to the improvement aforesaid, and used in its care and improvement, and any balance of money appropriated by said State for the improvement of said river, and which is not expended on the fifteenth day of July, eighteen hundred and eighty-six."

Pending the passage of the river and harbor act from which the above quotation is made, the following joint resolution was passed by the general assembly of the State of Ohio:

Joint resolution authorizing the board of public works of the State of Ohio upon the passage of H. R. No. 7480, now pending in Congress for the repair of certain public works, rivers, and harbors, to transfer to the proper officers of the United States all rights and franchises of the Muskingum River.

Whereas there is pending in the Congress of the United States a bill (H. R. bill No. 7480) making appropriations for the construction, repair, and preservation of certain public works, rivers, and harbors, and for other purposes; and

Whereas in said bill, in section one thereof, there is an item as follows:

"Improvement of the Muskingum River, Ohio, between Zanesville and the mouth of the river, and for operating the same, twenty thousand dollars. And the United States hereby accepts from the State of Ohio the said Muskingum River improvement, and all the franchises and property of every kind, and rights in said river and its improvements now owned, held and enjoyed by the State of Ohio, including all water leases and rights to use water under and by virtue of any lease of water now running and in force between the State of Ohio, and all persons using said water, hereby intending to transfer to the United States such rights in said leases and contracts as are now owned, held or reserved by the State of Ohio; but not to affect any right to the use of the water of said river now owned and held by the lessees of any water-right under any lease or contract with the State of Ohio. And the United States hereby assumes control of said river, subject to the paramount interests of navigation. The provisions of this act, so far as they relate to the Muskingum River, shall not take effect, nor shall the money hereby appropriated be available until the State of Ohio, acting by its duly authorized agents, turns over to the United States all property ceded by the act of the general assembly aforesaid, and used in its care and improvement, and any balance of money appropriated by said State for the improvement of said river, and which is not expended on the fifteenth day of July, eighteen hundred and eighty-six; provided, that the custody and ownership of the said Muskingum River improvement shall be vested in the United States without condition, and the foregoing provisions shall not take effect until the State of Ohio shall duly consent to this provision;" and

Whereas it is desirable that the State of Ohio shall consent to the provisions of said act aforesaid: Therefore,

Be it resolved by the general assembly of the State of Ohio, That upon the passage of the act aforesaid by the Congress of the United States and its approval by the President, the said State of Ohio hereby consents to all of the provisions in said act named, and the board of public works is hereby directed to transfer to the proper officers of the United States all the property, money, rights, and franchises in said act named, upon the fifteenth day of July A. D. eighteen hundred and eighty-six, or so soon thereafter as the same may be demanded by the United States.

DANIEL J. RYAN,
Speaker pro tem. of the House of Representatives.
ROBT. P. KENNEDY,
President of the Senate.

Adopted May 14, 1886.

The Muskingum slackwater was begun in 1837, and finished in 1841, extending from the mouth of the river at Marietta to Dresden, a distance of 91 miles. It consists of 12 locks, 11 dams (the dam at Zanesville having a flight of 2 locks), and 5 short lengths of canal. The lock-chambers are 180 feet long between hollow quoins and 36 feet wide. The greatest available length for boats is 158½ feet, the greatest width 34 feet.

The upper lock and dam at Symmes Creek, 4 miles above Zanesville, is out of repair and abandoned. Below Zanesville the slackwater is in constant use, and boats run through to Marietta. The locks and dams are nearly all in need of immediate repair, and I estimate that it will cost $200,000 to bring the work in good condition. This sum will be required during the first fiscal year after receiving the work.

Amount appropriated by act approved August 5, 1886	$20,000 00
Amount available for fiscal year ending June 30, 1887, not including balance of State appropriation, if any	20,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	200,000 00

For the purchase of the improvements known as the Green and Barren River improvements, one hundred and fifty thousand dollars.

The Green and Barren rivers lie wholly within the State of Kentucky, and, with their tributaries drain an area of about 10,000 square miles, nearly all of which is contained within the State. Their general direction is northwest, and the Green, after receiving the waters of the Barren River, empties into the Ohio about 8 miles above Evansville, Ind.

Commercial statistics.

Shipments of merchandise from Evansville, Ind., to Green and Barren River country annually	$1,507,000
Shipments of tobacco from that country annually	1,000,000
Stock, staves, and hoop-poles from that country annually	200,000
	2,707,000
Floated out:	
500,000 saw-logs, worth $5 each	2,500,000
Lumber, stone, and coal	50,000
Total	5,257,000

The Green and Barren rivers form an important line of navigation through a country rich in mineral and agricultural products. In a state of nature, these streams were, at certain stages, obstructed by rapids, which boats could not pass. About fifty years ago, the State of Kentucky most wisely improved these rivers, by constructing five locks and dams, giving continuous slackwater navigation throughout the year, from the Ohio River to Bowling Green, a distance of 175 miles.

The locks and dams were built under difficulties which increased their cost, but the work was well done. These locks were made 150 feet long and 36 feet wide, giving a capacity which it was thought would be sufficient for all future needs of commerce and navigation; but, it is now apparent that, to avoid delays and reduce cost of transportation to a minimum, larger locks will be desirable in the future.

For a number of years after completion, the locks were operated and tolls were collected by the State of Kentucky; but, in 1868, by an act of the legislature, the Green and Barren River line of navigation was leased for a period of thirty years to to the Green and Barren River Navigation Company, with power to collect tolls, operate mines, run steamboats, and conduct a general business. The practical effect of this lease has been to give the exclusive right of free transportation to the company and render competition impracticable. This condition of affairs will continue till March 9, 1898, unless the rights of the company are extinguished by purchase or other legal means.

In 1880 the Kentucky legislature, in behalf of the commercial interests of the Green and Barren rivers, attempted to repeal the act which gave to the navigation company its privileges; but such action was declared illegal by the supreme court of the State, which court at the same time called attention to the fact that the State could, when the same was demanded by public necessity, resume control of the Green and Barren rivers upon the payment to the company of a just compensation.

In place of such action as was suggested by the decision of the court, the Kentucky legislature in 1886 ceded to the United States the five locks and dams on the Green and Barren rivers, upon the condition that the United States rather than the State should extinguish by "purchase or otherwise the claim of the navigation company to exact tolls and control the rivers."

COMMERCIAL IMPORTANCE.

The Green River and its tributary, the Big Barren, are streams most favorably adapted to purposes of navigation, and they with their branches are the natural outlet for a country rich in mineral and agricultural wealth, and by connecting this tributary country, through the Ohio, with the markets of the Mississippi Valley, are capable of being made important navigable waters of the United States.

These rivers are at the present time, by reason of the charter granted a private corporation by the State of Kentucky, virtually closed to general commerce, and the country tributary to the rivers is placed at a great disadvantage. The tolls, which prohibit competition in transportation, and the uncertain results of any enterprise which is dependent on the will of a monopoly, prevent the investment of capital which is necessary for a full development of the country.

Considering the relative advantages of this line of navigation and the natural resources of the country, as compared with other streams and territory, it appears most

probable that the improvement of the Green River and its tributaries would have been undertaken by the United States long ago had not the conditions been such as to withdraw these rivers from the fostering care of the General Government.

The value of existing commerce is placed at $6,000,000 per annum. The possible commerce with the rivers in a free and fully improved condition is very great, greater in fact than that of many other streams which are now being improved by Congressional appropriations at great expense.

VALUE OF EXISTING WORKS OF IMPROVEMENT.

These works, which are the property of the State of Kentucky, consist of five locks and dams. The present intrinsic value of the works is placed by the Board at $350,000, and the money value of benefits which would accrue to general commerce from a release from the control exercised by the Green and Barren River Navigation Company is considered to be not less than $30,000 per annum, which yearly saving would amount, during the remaining life of the company's lease, to an amount equal, at least, to the present intrinsic value of works.

VALUE OF PROPERTY (FRANCHISE) OF THE GREEN AND BARREN RIVER NAVIGATION COMPANY.

The company's property consists of chartered rights granted them by the State of Kentucky. In the works themselves they have no ownership. The company, while disclaiming any desire to dispose of their property, offer the same to the United States for a sum based upon its estimate of the earning capacity of the franchise. At the date of the proposition, November 26, 1886, with eleven years and four months for lease to run, the value is placed at $338,000. On the 30th of next June this value would be about $325,000.

The Green and Barren River Navigation Company is now the legal owner of this property, and, so long as a voluntary sale is under consideration, the company has an undoubted right to fix the selling price.

Considering the value of the franchise in the light of damages to the business of the company, which might follow an abrogation of the right to collect tolls, their price seems excessive.

In justice to the country tributary to the Green and Barren rivers, the present obstructive tax on its commerce should be removed, and it is also of the opinion that the commercial importance of these rivers is sufficiently great to justify the General Government in extending aid to their improvement.

There appears to be three methods by which the General Government can secure control of the Green and Barren rivers and their works of improvement.

(1) By purchasing the chartered rights on the most reasonable terms the Green and Barren River Navigation Company will accept, as provided for by the act of the Kentucky legislature.

(2) By condemnation, with just compensation, as determined by the proper legal tribunal. This method is also contemplated by the act of the Kentucky legislature, which cedes the works to the United States on condition that the claims of the company are extinguished by purchase or otherwise.

(3) By accepting the works and assuming control of the improvements of the Green and Barren rivers, on the condition that the State of Kentucky will first extinguish the franchise, as suggested by the State court of appeals. On such a basis, the Board is of the opinion that the interests involved are sufficient to justify the General Government in reimbursing the State in an amount not exceeding $350,000, the estimated present intrinsic value of the works.

Improving Detroit River, Michigan: Continuing improvement, thirty-five thousand dollars.

The work is located in the collection district of Detroit, Mich. The nearest port of entry is Detroit; the nearest light-house, the one under construction at the mouth of Detroit River; the nearest fort is Fort Wayne.

The following statistics relating to the commerce of the United States passing the location of this improvement are submitted:

Number and tonnage of United States vessels which passed through Detroit River by seasons, beginning with that of 1880.

Seasons.	Number of vessels.	Tonnage.
1880	40, 521	20, 235, 249
1881	35, 888	17, 572, 240
1882	35, 199	17, 872, 182
1883	40, 385	17, 695, 174
1884	38, 742	18, 045, 949
1885	34, 921	16, 777, 828

Statement showing the number of loaded cars that crossed Detroit River during the last three years.

Railroad.	1883.		1884.		1885.	
	East-bound.	West-bound.	East-bound.	West-bound.	East-bound.	West-bound.
Great Western	47, 069	39, 181	50, 558	34, 810	59, 672	30, 641
Canada Southern	102, 980	68, 028	96, 024	82, 236	119, 153	85, 052
Totals	150, 058	107, 209	146, 582	117, 046	178, 825	115, 693
At an average of 12 tons per car...tons..	3, 087, 204		3, 163, 536		3, 534, 216	

Originally the channel at Lime Kilns Crossing, Detroit River, could not be depended upon for more than 13 feet of water, the ordinary depths being much affected by the direction and force of the wind.

As originally projected in 1874, the improvement at this point was to consist of a curved channel 300 feet wide, with a uniform depth of 20 feet, and the estimate was based upon this project.

In 1883 it was wisely determined to modify the project in such manner as to secure a straight channel, the least width of which should be 300 feet, with a somewhat greater width at each end, utilizing the work already done.

This constitutes the project now approaching completion, under contract of August 29, 1884, with Messrs. Carkin, Stickney, and Cram, which has been extended from June 30, 1886, to November 30, 1886.

Their plant consists of 1 drill-scow, carrying 2 Ingersoll steam-drills, and 3 dredges, with requisite outfit of tugs and dump-scows.

Dredge No. 1 does the heavy dredging and No. 2 the cleaning up.

The only interruptions which occurred during the working season were occasioned by vessels colliding with the drill-scow or dredges, disabling them for a few days at a time.

Between December 5, 1885, and March 10, 1886, operations were rendered impracticable by ice.

Total amount of work done to June 30, 1886.

Area completed	square feet..	633, 780
Area drilled and blasted	do....	96, 072
Area dredged, but not yet cleaned	do....	71, 312
Solid rock removed under contract for scow measurement	cubic yards..	2, 632
Solid rock removed under contract for pit measurement	do....	62, 767
Loose rock removed under contract	do....	898

Under the present contract there remains to be removed a quantity of solid rock, estimated at 4,092 cubic yards, when the channel, as modified in 1883, will have been completed.

In November, 1885, it became necessary to establish a new temporary channel, as the further progress of the work was interfered with by shipping, and 54 bowlders were removed from an area of 135,000 square feet by a dredge and outfit employed by the hour, under contract with Charles F. Dunbar, dated November 2, 1885.

On the 5th April, 1886, the upper range-light on Bois Blanc Island (Canadian) was moved 4 degrees and 18 minutes to the westward from the lower light, thus marking the new temporary channel and leading vessels clear of the working plant, and giving them a half-foot greater depth of water.

Since that time several collisions have occurred, although the 20-foot channel was utilized for more than half its extent; a fact which shows that the width of 300 feet is insufficient.

The improvement benefits no local interest. On the contrary, it is national in its character, the States of New York, Pennsylvania, Ohio, Illinois, Wisconsin, Iowa (northern part), and Minnesota, together with the Territories of Dakota and Montana, being more distinctly benefited by it than is the State of Michigan, upon the borders of which it is situated.

Total amount appropriated for this work to date	$572,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	168,000 00

Improving Saint Clair Ship-Canal, Michigan: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

The work is in the collection district of Detroit, Mich. Two light-houses stand upon the canal banks. It is the water communication between Lake Huron and Lake Erie.

No commercial statistics obtainable.

This canal was projected in 1866, with a view to obtaining a straight channel 13 feet deep and 300 feet wide across Saint Clair Flats, the channel being bounded on each side by a dike 7,221 feet long, or an aggregate of 14,442 feet.

These dikes consist of timber cribs resting upon piles driven into the original bottom of the shoal, the crib pockets being filled with material dredged from the channel.

In 1873 the demands of commerce required a deeper channel, and this was obtained by dredging to 16 feet, for a width of 100 feet on each side of the axis of the canal, or a width of 200 feet in all.

The great importance of this improvement is so well known, its use is so advantageous to a commerce hailing from every lake port both in the United States and Canada, and which is nearly if not quite equal to our entire foreign commerce by salt water, that no additional representation seems to be necessary to secure early and favorable consideration.

Amount (estimated) required for completion of existing project	$134,548 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	134,548 00

Improving Saint Mary's River, Michigan: Continuing improvement on new lock, dam, and approaches, one hundred thousand dollars.

This river is the water communication between Lake Superior and Lake Huron.

The commercial statistics are as follows:

Statement of the business of Saint Mary's Falls Canal, Michigan, for the fiscal year ending June 30, 1886.

Number and class of vessels passed:

Side-wheel steamers	88
Screw-steamers	3,792
Sail vessels	2,033
Rafts and unregistered craft	290
Total passages	6,203

Total registered tonnage, 3,529,184 tons.

Freight and passenger traffic:

Coal	tons	922,158
Copper	do	32,615
Flour	barrels	1,696,263
Grain	bushels	17,346,212
Iron ore	tons	1,529,021
Pig and manufactured iron	do	73,691
Lumber	feet, B. M.	136,664,000
[illegible]	barrels	159,840

Silver ore	tons	3,434
Building stone	do	9,366
Miscellaneous or unclassified freight	do	199,052
Total freight	do	3,701,014
Total passengers	number	34,356
Total amount of freight passed through the canal since its first opening in 1855 to June 30, 1886	tons	33,296,111

Comparative statement of business through Saint Mary's Falls Canal for the fiscal years 1883–'84 *and* 1884–'85.

Commodities, &c.		1883–'84.	1884–'85.	Increase.	Decrease.
Vessels	number	4,768	5,629	861	.....
Lockages	do	2,569	3,021	452	.....
Registered	tonnage	2,333,257	2,981,786	648,529	.....
Freight	do	2,540,799	2,870,728	329,929	.....
Passengers	number	49,263	44,533	.....	4,730
Coal	tons	764,915	691,174	.....	73,741
Copper	do	33,536	36,829	3,293	.....
Flour	barrels	891,291	1,334,802	443,511	.....
Grain	bushels	7,490,938	14,130,448	6,639,510	.....
Iron ore	tons	936,107	1,112,828	176,701	.....
Manufactured iron	do	93,103	63,083	.....	30,020
Lumber	M feet, B M	92,638,000	131,132,000	38,494,000	.....
Salt	barrels	109,731	129,452	19,721	.....
Miscellaneous freight	tons	204,451	187,216	.....	17,235

The receipts at the canal for the fiscal year 1884–'85 were:

From dry-docking	$346 00
From rents	200 00
Total	546 00
The expenditures were	27,242 45
Net cost of operating and care	26,696 45

The total registered tonnage passing through the canal during the *fiscal* year was	tons	2,881,786
Total freight tonnage	do	2,870,728
Number of passengers		44,533
Number of vessels and rafts		5,629

Freight and passenger traffic:

Coal	tons	691,174
Copper	do	36,829
Flour	barrels	1,334,802
Grain	bushels	14,130,448
Iron-ore	tons	1,112,828
Pig and manufactured iron	do	63,083
Lumber	M feet, B. M.	131,132,000
Salt	barrels	129,452
Miscellaneous or unclassified freight	tons	187,216
Total freight	tons	2,870,728
Passengers	number	44,533

This improvement, projected to obtain a 16-foot navigation between Lakes Superior and Huron, has been completed accordingly, at a cost of $2,404,126.32, exclusive of the grant of 750,000 acres of land to the State of Michigan, from the proceeds of which the canal was originally built, and excluding all expenditures on account of Hay Lake Channel.

Previous to its completion the available depth had been but 12 feet, and as soon as the additional depth was obtained the size and draught of vessels was increased to correspond, with an enormous increase in the amount of commerce, until it is now evident that a further enlargement of the facilities must be made as soon as possible.

The amount of freight passing the canal has increased from 1,567,741 tons during the season of 1881 (when the enlarged canal first became available) to 3,256,628 tons during the season of 1885; that is to say, it more than doubled during the four years.

The fact emphasizes the remark made in my last annual report, that "should this

rate of increase continue, the present lockage system will be insufficient to pass the commerce long before it can be, in the usual course of appropriations for river and harbor improvements, enlarged to meet the greater demands upon it."

This rate of increase has been fully maintained to the close of the fiscal year 1885–'86, during which the business of the canal amounted to 3,529,184 tons register and 3,701,014 tons of freight, exceeding the business of the preceding fiscal year by 547,398 tons register and 830,286 tons freight.

The commerce passing the canal during the month of June, 1886, reached the enormous figure of 1,196 vessels of 672,008 registered tons, or 121,043 tons more than had ever before passed the canal during one month. The time consumed by these vessels in passing the locks was 688¾ hours, out of the total of 720 hours in the month, and shows how urgent is the necessity for beginning the work of enlargement at the very earliest day practicable.

The freight rate from Duluth to Buffalo for the year was from 3½ to 4 cents per bushel.

Suppose wheat could have been carried by rail and water by other routes, at, say, 14 cents per bushel, the saving then by way of Saint Mary's River and Canal was equivalent to 10 cents per bushel, or an aggregate of $2,600,000 saved to the producer during a single year on this one item.

Assuming, then, that there can be no difference of opinion concerning the immediate necessity for beginning the work of enlarging the canal, since that is required even if the river above and below it should not be further improved, the question at once arises, What should be, first, the depth of water to be obtained? and second, What should be the dimensions of the new lock that will be required at the canal?

As to the channel depth, it should be fixed at 20 feet clear, because that depth can be obtained at reasonable cost, and it seems to be limited to 20 feet by the maximum depth that can be carried across Lake Saint Clair except at very great expense.

The commercial interests will not be satisfied with any less.

In my first report, proposing the enlargement of the canal, I suggested that a single new lock be built in the place of the two old ones (of 1885), to have the same width, and to have a length equal to the united length of the two, the lift to be equal to the combined lift of the two, and the depth on the miter-sills to be 21 feet.

That is to say, the single new lock was to be 700 feet long between gates, 70 feet wide, 18 feet lift, with 21 feet on the miter-sills, and I submitted an estimate accordingly.

In my annual report of last year I suggested that the question of the dimensions of the proposed new lock be left open for further consideration, and stated that I thought my previous estimate for deepening the canal was too small, and that it should be increased about $141,000.

Neither of these projects having yet been approved by Congress, the question is presumably still open.

Meanwhile I have given it much thought and serious consideration, with a full sense of responsibility in the matter, and I am now prepared to recommend that the proposed new lock be made 800 feet long between gates, 100 feet wide, with 21 feet of water on the miter-sills, and overcoming the difference of level with a single lift (approximately 18 feet).

These dimensions are based upon the probable requirements of vessels built for a 20-foot navigation.

The estimate, as revised under the new conditions, amounts to $2,055,576 for the new lock, and $496,600 for deepening the canal, or $2,552,176 for the whole work. I am well aware that this is an enormous sum to expend upon a work the enlargement of which was completed only five years ago at a cost nearly as great.

When that enlargement was projected in 1870 the registered tonnage passing the canal had never reached 600,000 tons in any preceding year, and the project was based upon what was deemed an extraordinary increase upon that.

It was admirably carried out, and is perfectly efficient for all that was expected of it.

But now we are face to face with the fact that during the month of June, 1886, alone, the commerce through the canal amounted to 30 per cent. more than for a whole year, as it existed at the time the enlargement was projected, and that it is increasing right along at such a rate as to outrun the wildest predictions of ten years ago.

Lest it should be inferred that the recent enlargement will be of no benefit in case of further enlargement, I desire to add that, on the contrary, it is just that much done towards the realization of the project now presented. Not one cent's worth of work already done but, to that extent, decreases the cost of the new project. Indeed, the further deepening of the canal will add one additional foot of depth to the capacity of the lock completed in 1881, because the builder of that magnificent work wisely gave 1 foot greater depth of water on the miter-sills than in the canal, and this additional foot will thus be rendered available.

It may not be out of place to compare the cost and utility of the projected improvement with some notable work of a similar character, and the Suez Canal is selected for such comparison, notwithstanding the fact that the latter was built for the accommodation of the commerce of the world

The following table embodies all the statistics in my possession relating to the Suez Canal, and I have placed in juxtaposition with them the corresponding statistics of Saint Mary's Falls Canal.

Table comparing the commerce through Saint Mary's Falls Canal with that through the Suez Canal.

Calendar years.	Registered vessels.		Suez Canal.	Saint Mary's Falls Canal.		Saint Mary's Falls Canal was open during—
	Suez Canal.	Saint Mary's Falls Canal.	Official net tons.	Registered tons.	Actual freight tons.*	
1870	486	1.828	436, 609	690, 826	.....	216 days.
1871	765	1, 637	761, 467	752, 101	.....	205 days.
1872	1, 082	2, 004	1, 160, 743	914, 735	.....	199 days.
1873	1, 173	2, 517	1, 367, 767	1, 204, 446	.....	197 days.
1874	1, 264	1, 734	1, 631, 650	1, 070, 857	.....	204 days.
1875	1, 494	2, 033	2, 009, 984	1, 259, 534	.....	204 days.
1876	1, 457	2, 417	2, 006, 771	1, 541, 676	.....	202 days.
1877	1 663	2, 451	2, 355, 447	1, 439, 216	.....	212 days.
1878	1, 593	2, 567	2, 269, 878	1, 667, 136	.....	239 days.
1879	1, 477	3, 011	2, 263, 332	1, 677, 071	.....	214 days.
1880	2, 026	3, 453	3, 057, 421	1, 734, 890	.....	201 days.
1881	2, 727	3, 823	4, 136, 779	2, 092 757	1, 567, 741	212 days.
1882	3, 198	4, 402	5, 074, 808	2, 468, 088	2, 029, 521	226 days.
1883	3, 307	4, 078	5, 775, 861	2, 042, 259	2, 267, 105	223 days.
1884	3, 280	5, 318	5, 871, 500	2, 997, 837	2, 874, 557	232 days.
1885	3, 620	5, 043	6, 335, 753	3, 035, 937	3, 256, 628	211 days.

* The statistics of actual freight in tons were not reported prior to 1881.

The increase in the commerce of the Suez Canal during 1885 over that for 1884 was 464,253 tons; whilst the increase in the commerce of Saint Mary's Falls Canal for the fiscal year 1885–'86 was 547.398 tons register, or 830,286 tons of actual freight.

But the Saint Mary's Falls Canal and River constitute only a portion of the water-route between Lake Superior and the lower lakes.

This water-route includes Saint Mary's Falls Canal, Saint Mary's River (including Hay Lake Channel), Saint Clair Flats Canal, and Detroit River (Lime Kilns Crossing), and if the Suez Canal rates had been collected at Saint Mary's Falls Canal during the last fiscal year the amount would have not only been sufficient to repay the Government all that has heretofore been expended upon all the works named, but, in addition, the greater portion of all the further work yet projected.

When we consider that the Suez Canal has cost over $92,000,000, whilst the improvement of Saint Mary's Falls Canal and River has cost, up to the present time, only one-thirtieth of that amount, we cannot but be gratified by the practical results, and feel a greater desire to still further advance the interests of commerce by carrying to completion, at the earliest practicable date, all projects relating to this water-route.

Realizing the necessity and urgency of the case, I recommend an appropriation of at least $500,000 to continue the enlargement of the canal, upon the supposition that the sum of $250,000, now understood to be included in the river and harbor bill under consideration by Congress, shall be appropriated with which to begin it.

In case the appropriation should be deferred until the next session of Congress, the $250,000 previously estimated would not be sufficient to properly begin the enlargement, because all the time between the 4th of March and the 1st of July following a short session could be utilized in preliminary work based upon a knowledge of the amount to be available, such as drawing up specifications preparatory to advertising for proposals, &c., and then the actual field work be thus entered upon at a much earlier date than after a long session.

This fact, together with the great urgency of the case, leads me to recommend an appropriation of $500,000 at the next session of Congress, whether it be to begin or to continue the enlargement of the canal.

The estimate for improving so much of Saint Mary's River as is comprised in Hay Lake Channel will be included under that head.

Total amount appropriated and allotted for improving Saint Mary's Falls Canal and River to June 30, 1887	$2,625,692 00
Amount (estimated) required for the proposed enlargement of Saint Mary's Falls Canal as projected in the foregoing report	2,055,576 00
Amount that can be profitably expended in the fiscal year ending June 30, 1888	500,000 00

Improving Saint Clair River, Michigan: Continuing improvement by removing middle ground, in the river opposite Port Huron, fifteen thousand dollars.

It is located in the collection district of Huron, Michigan, the nearest port of entry being Port Huron, and the nearest light-house at Fort Gratiot, Michigan, in the immediate vicinity.

Nearly the whole commerce of the northern and northwestern lakes passing here has been and will be benefited by this improvement.

For commercial statistics see report on improvement of "Saint Clair Flats Canal."

The original survey for this work was made under the direction of Maj. O. M. Poe, Corps of Engineers, in the spring of 1871. He proposed to change the course of Black River near its mouth by interposing an oblique dam and cutting a new outlet 1,200 feet long, 200 feet wide, and 10 feet deep; to dredge out the water-front of Saint Clair River below Black River for a distance of 300 feet to a depth of 15 feet, and finally to dredge the Port Huron middle ground in the Saint Clair River to give either 15 or 18 feet over it. He appears finally to have abandoned the project of dredging the Saint Clair River water-front and to have settled on the project of a dam and new channel at mouth of Black River, which he estimated to cost $66,924, and of getting 18 feet of water over the Port Huron middle ground, which he estimated to cost $157,520, or a total of $224,444 for the combined projects. Under date of June 10, 1872, appropriation of $15,000 was made to begin the work, and work began on the 23d of September of the same year, by dredging at and near the mouth of Black River, and was continued by aid of successive appropriations until in 1873 the bar at mouth of Black River had been dredged to 13 feet soundings, and work was begun on the middle ground with the endeavor to get at first 15 feet soundings over it.

During 1874–'75 the Black River Bar was deepened to 15 feet soundings, and work progressed rapidly on the middle ground. By the 30th of June, 1876, work had so far progressed and was then progressing so favorably that Maj. Godfrey Weitzel, Corps of Engineers, then in charge, recommended no further appropriation for the present. The existing appropriation was, however, exhausted by the 30th of September of that year, leaving a small portion of the Port Huron middle ground still to be removed, for which Major Weitzel estimated $1,500 as the probable cost. This amount was appropriated by act of Congress approved June 18, 1878, the work in the meanwhile having been transferred to my charge. After careful examination of the shoal it was found that it had not materially changed since work upon it was suspended, and could be readily and completely removed if dredging rates could be obtained sufficiently low. I therefore, as proposed in my last annual report, went into open market for the hire of labor and machinery for the completion of the improvement. The lowest offers made were identical, by Carkin, Stickney & Cram, of East Saginaw, Mich., and P. Smith, of Cleveland, Ohio, at 18 cents per cubic yard dredged, a sufficiently low rate to insure the complete removal of the shoal, and the award was eventually made by lot to Mr. P. Smith, of Cleveland, Ohio, who completely dredged the remaining shoal of the middle ground to a clear depth of 15 feet, besides nearly removing a small shoal at the mouth of Black River to the same depth, thus exhausting the appropriation.

During the progress of the work it was discovered that a few inches less than 15 feet soundings existed for quite a large area below the middle ground just dredged, but the shoaling was so slight and extending over so great a surface that the expense of dredging it would be entirely disproportionate to the advantage to be obtained, and as no material obstruction is afforded by this slight shoaling no appropriation is asked for its removal. The improvement of Saint Clair River, at the mouth of Black River, may therefore be considered as completed for the time being, although the same causes which before produced the shoal, and are still operating, as shown by the slight shoaling below, will eventually, in all probability, necessitate a renewal of the dredging. When this will be, and to what extent, cannot be foretold at present. No further appropriation is required. Major Poe's original plan has been so materially

modified and reduced during the progress of the work that his original project and estimate already reported form no guide of comparison with the total amount appropriated and expended, which was $56,500, partly laid out on the Black River scheme proper, and mostly on a section not contemplated by Major Poe, and partly in dredging the middle ground to 15 feet soundings, for which Major Poe estimated $67,320, but which cost much less, owing to the rapid decline of dredging rates in the process of years.

In accordance with the above statement the "middle ground" has shoaled, decreasing the depth of the water at that point.

A special report from the Chief of Engineers recommends that this "middle ground" be removed, so as to secure a depth of 16 feet in the channel, so as to make the depth of this channel correspond with the channels of the rest of the water-ways of the Northwestern Lakes.

The total amount expended on this work	$50,00
Amount that can be profitably expended during year ending June 30, 1888.	50,00

Improving Hay Lake Channel, Michigan: Continuing improvement, one hundred thousand dollars.

The work is located in the collection district of Superior, Michigan. Marquette is the nearest port of entry, but Sault Ste. Marie is a sub-port.

The nearest light-house is the beacon at the west end of Saint Mary's Falls Canal.

The statistics of the commerce of Saint Mary's River are essentially the same as those of the canal, the aggregate being only slightly increased by such as reaches points on the river between Lake Huron and the canal, without passing through the latter.

It is an important part of the system for the amelioration of the general navigation of the Great Lakes, and if it had been available during the fiscal year just closed it would have been used by vessels carrying more than 3,750,000 tons of freight and 35,000 passengers.

The original estimates for this improvement were based upon a project for a channel 300 feet wide and 17 feet deep, leaving the present navigable channel of Saint Mary's River at Sugar Island Rapids (about 2¼ miles below the canal), through these into Hay Lake, and then by way of the Middle Neebish, rejoining the present navigable channel at the foot of Sugar Island, thus saving a distance of 11 miles and obtaining a route which it is practicable to mark with lights so as to be navigable at night, a condition impracticable with the present channel.

The estimated cost of this project was $2,127,292.

The project was subsequently modified to increase the depth to 19 feet, and it is now evident that we must further modify it so, to that extent, that the depth obtained shall be 20 feet.

These modifications will necessarily increase the cost, but not to so great an extent as would at first be supposed, because the prices at which the most difficult part of the work can be done prove to be lower than those of the original estimate.

The channel at Middle Neebish has been excavated so as to give a width of 100 feet and a depth of 19 feet from the upper end down to cross-section 552, and from the lower end up to cross-section 786.

Between these points there are thirty-five isolated sections having a depth of 19 feet, but not for the full width of 100 feet.

Sometimes there is only a single sounding of 19 feet on the cross-section. All the others have 15.9 feet or more, but not for the full width of 100 feet.

There is, therefore, an aggregate distance of 2,060 feet where a grade of 19 feet has not yet been attained, but throughout the entire length (not width) of the channel there is now a minimum depth of 15.9 feet, and any vessel now navigating the river could pass up into Hay Lake.

The extent of the line is so great, however (nearly 15 miles), that, with sufficient funds, a large plant could be simultaneously employed. With that object in view, I respectfully recommend an appropriation of not less than $500,000 for the fiscal year 1887–'88.

Even with such appropriations fully seven years would be occupied in accomplishing the result.

Total amount appropriated for this work to date	$475,000 00
Amount (estimated) required for completion of existing project	2,184,115 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	500,000 00

Improving Saginaw River, Michigan: Continuing improvement, twenty-five thousand dollars; of which twelve thousand five hundred dollars are to be used opposite Bay City, including the channel in front of West Bay City.

The Saginaw River improvement is located in the collection district of Huron, Mich The nearest light-house is at the mouth of the river. The nearest port of entry is Port Huron, Mich.

Commercial statistics showing the principal business done on Saginaw River during the year 1885.

Lumber:		
Product Saginaw River mills	feet..	717,790,214
On mill docks at close of season	do...	329,013,030
On mill docks at close of season, sold	do...	68,427,508
Hardwood lumber, manufactured	do...	10,708,007
Shingles:		
Manufactured		222,953,000
On hand at close of season		20,176,500
Laths manufactured	pieces..	80,931,400
Staves, manufactured	do...	37,551,421
Headings, manufactured	sets..	1,863,591
Salt, number of barrels inspected		3,297,403
Shipment by river and lake:		
Lumber	feet, B. M..	659,665,000
Shingles		129,549,000
Oak staves	sets..	513,000
Square timber	cubic feet..	274,300
Salt	barrels..	474,534

Vessels.

	Tonnage.
Entered (propellers. 424; schooners and barges, 1,287)	588,473
Cleared (propellers, 400; schooners and barges, 1,296)	548,197

The project for this improvement was adopted in 1874 and modified in 1878, the object being to obtain a depth of not less than 10 feet over the bars in the river. The natural channel was tortuous and obstructed by numerous bars, having not more than 7 feet of water at the shoalest part. As time passed, and the lake harbors generally were improved, the commerce at Saginaw River became clamorous for a greater depth of channel, and in 1882 a new project was adopted, the aim of which was to secure a channel of 200 feet in width, with a depth of 14 feet from Saginaw City to Bay City, and 12 feet thence to the head of the river, a total distance of about 23 miles.

Under the appropriation of $50,000 made by the river and harbor act approved July 5, 1884, three contracts were entered into for dredging Saginaw River above Bay City, opposite Bay City, and across the bar at the mouth of Saginaw River respectively.

At the beginning of the fiscal year 1885–'86 the first two had been completed, and only the last was in force, being the contract with Carkin, Stickney & Cram, of East Saginaw, dated October 2, 1884, for dredging the channel across the bar at the mouth of the Saginaw River to a depth of 14 feet above low water, at 38 cents per cubic yard, scow measurement. Under this contract two dredges were employed during the months of July and August, 1885, removing 16,200 cubic yards of material. On the 31st of August the contract expired by its own limitation, and operations were discontinued. The result accomplished under this contract includes three dredge cuts upon the east side of the axis of the proposed 200-foot channel.

In regard to future operations, the approved project should be so modified as to include the repairs, re-enforcement, and extension of the pile-revetments and beam-wall at Carrollton Bar, and the construction of a pile-pier or wing-dam at the head of Zilwaukie Bar.

The constructions recommended will tend to reduce the amount required for annual dredging at points where this seems to be necessary, as contemplated in the original project, but it is not expected that they will entirely obviate such necessity, which must continue to some, possibly to a considerable, extent.

Notwithstanding the temporary character of the benefits derived from this annual dredging, it should be continued, as giving relief to a commerce of nearly 2,000,000 tons, having a value of $20,000,000.

The cost of this relief will, as above intimated, be reduced when those portions of the channel which admit of permanent improvement shall have been completed.

Total amount appropriated for this work to date	$419,750 00
...nt (estimated) required for completion of existing project	337,250 00
that can be profitably expended in fiscal year ending June 30, 1888	165,800 00

Improving Chippewa River, Wisconsin: Continuing improvement from the Dalles Dam to its mouth, seven thousand five hundred dollars.

This work is in the collection district of Milwaukee, Wis, The collection for this district for the year ending December 31, 1885, amounted to $201,068.27.

Commercial statistics for year ending June 30, 1885.

Articles.	Quantity.	Value.
Lumber, feet, B. M., at $12 per M	374, 138, 443	$4, 489, 661 00
Lath, at $1.50 per M	95, 992, 900	143, 989 45
Shingles, at $2.50 per M	195, 880, 220	489, 700 56
Pickets, at $10 per M	75, 000, 000	750, 000 00
Logs, feet, B. M., Beef Slough, at $9 per M	600, 000, 000	5, 400, 000 00
Total		11, 273, 350 00

But one steamboat plied regularly on the Chippewa River during season of 1885. Amount of freight carried is given at 345 tons, and number of passengers at 4,728.

This improvement consists in the construction of dams and jetties to confine the low-water volume to a practicable channel, and in revetment of caving bends, between Eau Claire and the mouth of the river, a distance of 57 miles.

The general plan of improvement was adopted in 1877, and the work has been carried on in accordance with it, varying, however, more or less, as to location and extent of dams, jetties, &c.

Wherever dams and jetties have been constructed the low-water channel has been benefited, a depth of 3 feet being generally maintained where, before improvement, the depth seldom exceeded 18 inches. The improvement has been principally confined to the extent of river between the mouth and Durand, 16½ miles. The jetties at the mouth of the river have been of incalculable benefit to raft and steamboat navigation in securing a stable channel of sufficient depth where, before improvement commenced, there was a broad bar intersected by shallow shifting channels, passable with great difficulty at times of low water by rafts and steamers. A number of shoals between Durand and the mouth of the river still need improvement, and some of the dams and revetments are in need of repairs, or rather of full completion.

Amount (estimated) required for completion of existing project..... $15,726 35
Amount that can be profitably expended in fiscal year ending June 30, 1888 15,000 00

The object of this work is to prevent erosion of the high sand-banks or bluffs on the Chippewa River below Eau Claire, and thereby relieve the channels of this river and of the Mississippi below the junction of the two streams from the masses of sand contributed by those banks.

The condition of the work is as follows:

At Wanbeek Bank, 2,989 feet long, protection completed.

At Ramsey's Bank, 4,500 feet long, piles all driven and 1,850 linear feet of protection completed.

At Mary Dean Bank, 6,900 feet long, piles have been driven for 625 linear feet, and 139 feet of the protection completed.

Two banks near Eau Claire, total length of 8,300 feet, have not as yet had any work done upon them. Total upon which no work has been done, 15,886 linear feet.

The sum of $30,000 can be profitably expended during the fiscal year ending June 30, 1888, towards completing the work at Waubeek, Rumsey's, and Mary Dean Banks, including rock crowning.

Total amount appropriated for this work to date $116,750 00
Amount (estimated) required for completion of existing project..... 66,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 30,000 00

Improving Fox River, Wisconsin: Continuing improvement below Montello, fifty thousand dollars.

The nearest collection district is Milwaukee, Wis. The nearest port of entry is Milwaukee, Wis. Amount of revenue collected at the nearest port of entry during the fiscal year, $217,110.28.

The valley of the Fox River is about the most thickly settled portion of Wisconsin, and although the freight actually carried by water may form but a small part of the commerce of such important towns along its course as Portage, Berlin, Oshkosh, Fond du Lac, Menasha, Neenah, Appleton, and Kaukauna, yet all the freights, especially heavy freights, to and from these places, are lowered to near the price of water carriage during the season of navigation, and the river competition is therefore of such value that the works should be maintained and the navigation improved, at least to the extent contemplated by the modified project stated above.

ON THE WISCONSIN RIVER.

No work is contemplated on the Wisconsin River beyond maintaining the dams on the improved section of the river, and continuing the observations of the river. Up to date no observations have been secured at a sufficiently low stage of water, but the present protracted drought will probably make it possible to secure all observations required by the Board of Engineers during the present low-water season.

ON THE FOX RIVER.

Upper Fox.—The necessary work was done for maintaining the navigation of the river from Portage to Lake Winnebago, including the repairs to locks and dams and the maintenance of existing depth of navigation by dredging.

The old locks at Governor Bend and Montello were thoroughly repaired and renovated, concrete piers having been built opposite the hollow quoins at the Governor Bend Lock in repairing that lock.

Lower Fox.—Under the provisions attached to the river and harbor acts of August 2, 1882, and July 5, 1884, and in accordance with the recommendation of a Board of Engineers September 17, 1884, approved by the Secretary of War December 10, 1884, the necessary "lands and sites for Menasha Dam, &c." were secured by condemnation and compromise August 5, 1885, and the necessary work of making changes in Menasha Dam, and enlarging the channel-ways at Neenah and Menasha begun. Up to the close of the season the right abutment of the new dam at Menasha had been built, and 178 linear feet of the new dam completed. Coffer-dams have been built, and excavation for the left abutment and sluice-ways in progress.

PROPOSED APPLICATION OF THE FUNDS ASKED FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

The estimate herewith submitted is for continuing the work under the project contained in the Report of the Board of Engineers dated September 17, 1884, approved by the Secretary of War December 10, 1884 (see Report of the Chief of Engineers, United States Army, for 1885, pages 2041 to 2046, inclusive), as further modified by authority of the Chief of Engineers, upon the recommendation of the Board of Engineers for Fortifications and for River and Harbor Improvements, May 14, 1886, which project as modified contemplates the rebuilding of the Cedars Lock of stone now cut and on hand; the renovation of the old locks as they require it; and the deepening and widening the channel of the Fox River throughout to 6 feet depth and 100 feet width, without reference to the original project which is now being considered by the Board of Engineers for Fortifications and for River and Harbor Improvements.

This work forms part of the original project, the object of which was to secure a cheap route of transportation from the Mississippi River to the Great Lakes and Atlantic seaboard, the advantages of which are set forth in numerous previous reports.

It is proposed to apply funds given by Congress to first improve the navigation of the river by deepening and widening the channels throughout, by rock excavation and dredging, to the full capacity of the existing locks, and to deepen the De Pere Lock by lowering the bottom of the lock chamber and the lower gate recess by rock excavation, in order that if the original project may be found impracticable, and Congress fail to make appropriations for rebuilding the old locks ultimately of stone, the full benefit of the locks already built will be attained and remain available.

Total amount appropriated for this work to date	$2,712,593 23
Amount (estimated) required for completion of existing project	1,965,663 00
Amount (estimated) required for modified project, Fox River	602,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	200,000 00

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, ten thousand dollars.

This work is in the collection district of Minnesota. The nearest port of entry is that of Duluth, Minn., at which place the revenue collected during the year ending ecember 31, 1885, amounted to $4,586 37.

COMMERCIAL STATISTICS, 1885.

Freight and passenger business.

There were 4 steamboats and 33 barges engaged exclusively in the freight and passenger business during the season of 1885. The steamboats made 35 round trips between Taylor's Falls and Stillwater, and 139 round trips between Taylor's Falls and Saint Paul. They are reported to have carried as follows:

Passengers	number	10,647
Miscellaneous freight	pounds	8,300,000
Lumber	feet, B. M.	16,200,000
Rafting poles	number	200,000
Lath	do	500,000
Shingles	do	1,000,000
Wood	cords	16,500
Live stock	head	500

Towing, rafting, logs, and lumber, 1885.

There were 50 steamboats engaged in the towing of logs and lumber during the season of 1885.

There were 150,000,000 feet, B. M., of logs, valued at $1,500,000, towed out of the Saint Croix River and Lake during 1885, and 231,000,000 feet, B. M., of logs, valued at $2,310,000, were passed through the Saint Croix Boom.

Manufactured on the Saint Croix River.

Lumber	feet, B. M.	200,000,000
Shingles	number	65,000,000
Lath	do	30,000,000
Pickets	do	11,000,000

The present project, adopted in 1880 and modified in 1882, is based upon the results of a low-water survey made in 1879.

This provided for removal of obstructions, as did the original plan, excepting that it considered more work for the approaches to the "canal" between Four-Mile Island and the foot of the Saint Croix Boom than did the original plan.

Under the appropriations 1880–1884 the work of improving the channels continued. Above Stillwater the work consisted generally in construction of dams, jetties, &c., and removal of obstructions from the channels. Below Stillwater the work was almost entirely confined to the channels at Hudson and Catfish bars, a few sunken logs having been removed between Stillwater and Hudson.

The improvement of the Hudson Bar consisted in dredging and in the construction of a long training-wall of piles, timber, brush, and stone, in order to cut off troublesome cross-currents setting to the eastward at this point. At Catfish Bar the improvement consisted in dredging.

During the past fiscal year, from the balance from the appropriation of 1884, the wall at Hudson Bar was extended 165 feet, and 758 feet of the wall protected against scour with brush, stone, and gravel, and about 3,000 cubic yards of material were removed from the improved channel at Catfish Bar.

The result of the work to date is a least depth upon the bars above Stillwater, where improvements have been made of 3 feet at low water, and below Stillwater of 5 feet. Generally, it may be said of the work that at many points navigation has been rendered permanent, where formerly it was uncertain, and that in other places it has been made practicable where before improvement it was impossible. There are some bars yet that require improvement above Stillwater, and some of the existing works need small repairs. The Hudson Wall should be extended, and the channels at this point and Catfish Bar should receive additional dredging. The dredge channel at Catfish should be kept open by means of a wing-dam, to extend out from the right bank, commencing at a point just above the mouth of Bowles' Creek. As showing the amount of commerce benefited, and to be benefited, by the improvement, reference is made to the accompanying statistics of the Saint Croix River.

Total expended on original and present projects since commencement of work, including outstanding liabilities, $74,588.42.

Total amount expended under present project to June 30, 1886, including outstanding liabilities, $56,588.42.

Total amount appropriated for this work to date	$82,000 00
Amount (estimated) required for completion of existing project	18,950 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	18,950 00

Improving Wabash River, Indiana and Illinois: Continuing work on lock and dams at Grand Rapids, and on the river from Grand Rapids to its mouth, twenty-five thousand dollars.

Showing amount of freight carried on Wabash River during fiscal year 1885–'86, *below Vincennes.*

Grain and other produce	bushels	925,000
Staves	car-loads	18
Lumber	do	10
Wood	cords	800
Saw-logs	feet	4,500,000

IMPROVEMENTS BELOW VINCENNES.

The object aimed at in the improvements of the Wabash River has been to obtain a least depth of 3½ feet in the channel at low water. This result has been partially accomplished, except at extreme low water.

The nature of the improvements by which the attainment of this object has been sought has been by means of dikes in wide reaches of river, dams across cut-offs, excavations through solid chain of rocks, removal of snags by means of snag-boats, and slackwater navigation, by means of a lock and dam, when an impassable chain of rocks made this the most efficient and economical method.

The most redoubtable of obstructions on the Wabash River has been the chain of rocks beginning at Grand Rapids, 2½ miles above Mount Carmel, Ill., and extending with some deep pools between to Little Rock Ripple, another bad rapid, 9 miles above Grand Rapids.

For the year ending June 30, 1885, an appropriation of $30,000 for the lock and dam was made, and under this appropriation a contract was entered into for delivering a small portion of the stone for the lock.

CONDITION OF THE RIVER.

The present condition of the river at low water is not as favorable as it was last year, owing to want of repairs to the work already constructed and to other causes. The principal obstructions will be taken up in succession from the mouth up-stream.

During the past year no work except delivery of stone has been done on the river, owing to the want of funds. The plant has been laid up under the care of watchmen.

Amount (estimated) required for completion of works indicated	$310,600 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	200,000 00

IMPROVEMENTS ABOVE VINCENNES.

The portion of the river under this heading and in which improvements have been made is the portion between Terre Haute and Vincennes.

The works of improvement have consisted mainly in removing snags from the channel and building dams across cut-offs. Of the two dams built, one has attained the object for which it was built, and is now in fair condition, needing but few repairs; this is the dam at Eight-Mile Island. The other dam, across Horseshoe Cut-off, has proved a failure, as the river has cut a new channel around the root of the dam. This channel is now 80 feet wide and enlarging rapidly. The dam, which was constructed of pilings interwoven with brush covered with stone, will have to be removed, together with the numerous snags and trees which are in the cut-off, and thus allow the steamboats free passage. In the present state the navigation is cut in two at low water, steamboats being unable to pass around Horseshoe Bend or through the cut-off. It is probable that this dam will not be rebuilt, as only a short length of river [illegible] cut off, and it contained a rock reef which does not appear in the cut-off.

The main work needed on this part of the river at present is the removal of the numerous snags which lie in the channel, the dredging of several gravel-bars, and some work for decreasing the width of the channel at various points.

No work was done during the last fiscal year beyond watching and taking care of plant.

It will be seen from the commercial statistics appended that the commerce of the river above Vincennes is considerable, there being at present five steamboats plying between Vincennes and Terre Haute.

Amount of freight carried on Wabash River during fiscal year 1885 *and* 1886 *above Vincennes.*

Grain and other produce	bushels	656,533
Hominy	barrels	700
Coal	tons	155
Staves	number	715,280
Lumber	feet, B. M.	564,064
Merchandise	pounds	3,423,764
Flour	barrels	1,726
Vinegar	do	320
Salt	do	2,312
Lime	do	40
Brick	number	38,000
Hoop-poles	do	12,500
Saw-logs	feet	1,750,000
Bran	pounds	144,000
Hay	bales	3,747
Meal	pounds	4,000
Poultry	coops	350
Eggs	cases	554
Shipstuff	pounds	7,500
Passengers	number	3,534

If any funds are available for this work during the next fiscal year they would probably be applied to snagging, repairs of Eight-Mile Dam, and to the removal of the dam in cut-off at Horseshoe Bend. Afterwards work on the other items of the estimate could be done.

Total amount appropriated for this work to date	$438,619 00
Amount (estimated) required for completion of existing project	22,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	22,500 00

Improving White River, Indiana: Continuing improvement, five thousand dollars; no part of which is to be expended until the bridges are so changed as not to obstruct navigation.

The White River Valley is very rich in agricultural products, besides which there are numerous and valuable coal fields, which are only beginning to be worked.

An effort was made to obtain statistics of the river, but it was partially unsuccessful, the only account of freight carried by the river route being 95,000 bushels of corn.

The first appropriation for improvement of White River, Indiana, was made by act of March 3, 1879, since which date work has been carried on for the improvement of the river. The work has consisted in the removal of snags and cutting through a reef of rocks, know as Kelly's Ripple, 3½ miles above the mouth of White River.

Owing to want of funds there was no work done during last fiscal year beyond watching and taking care of plant.

CONDITION OF THE RIVER.

The work at Kelly's Ripple (the worst obstruction between the mouth of the river and Hazelton) consists in cutting a channel through a reef of rocks 2,050 feet long, 100 feet wide, and 4 feet deep. The first cut has been carried through for the whole length the necessary depth and 50 feet in width.

This work, though as yet incomplete, has opened up low-water navigation as far as Hazelton, where the bad location of the draw of the Evansville and Terre Haute Railroad Bridge, 2½ miles above Hazelton, prevents any low-water navigation above that point, except for boats with a total height above the water-line of less than 28

feet, or, under most favorable circumstances, of 30 feet. As long as the location of the present draw remains unchanged it will be useless to carry on any improvement above the bridge except for the benefit of local trade and of the railroad company.

Between the mouth of the river and Hazelton there are still many snags to be removed and a few gravel bars to be dredged, but the main work, until completed, ought to be done at Kelly's Ripple.

Estimate.

Completing cut at Kelly's Ripple	$15,000
One year's snagging and repairs of snag-boat	6,000
Dredging	4,000
Total	25,000

It is proposed to apply any funds that might be available, if sufficient in amount, to the objects mentioned in the estimates.

Total amount expended on this work to date (approximately)	$100,000 00
Total amount appropriated for this work to date	102,500 00
Amount (estimated) required for completion of existing project	25,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	25,000 00

Improving Calumet River, Illinois and Indiana: Continuing improvement, twelve thousand five hundred dollars.

This river empties into Lake Michigan at South Chicago, at which point the United States has constructed "Calumet Harbor," through which the commerce of the lakes is afforded entrance to the river, the channel depth through the harbor admitting vessels drawing 15 feet at low water.

As the Calumet River and Harbor are so closely connected in their commercial relations I have placed the commercial statistics in the report relating to the harbor.

The river and harbor act of July 5, 1884, appropriated $50,000 for the improvement of that section of the river from the harbor to the forks of the river, with the following reservation:

"That no part of said sum shall be expended until the right of way shall have been conveyed to the United States free from expense, and the United States shall be fully released from all liability for damages to adjacent property owners, to the satisfaction of the Secretary of War."

Parties directly interested in this improvement are now actively engaged in securing the right of way required through this lower section of the river.

The act of August 5, 1886, last, appropriating an additional $30,000 for the Calumet River, takes in the upper section of the river which had been surveyed in 1885 and reported upon by Maj. Thomas H. Handbury, under date of March 27, 1885. Of the above amount of $30,000 it is provided that $11,250 shall be used between the forks and one-half mile east of Hammond $5,625 of this between the forks and the State line between Illinois and Indiana, and $5,625 in front of Hammond, leaving the sum of $18,750 to be added to the $50,000 for the benefit of the lower section of the river.

The recommendation of the Board of Engineer Officers upon the improvement of this latter section contemplates that the channel to be improved and controlled by the Government be, in general, 200 feet in width and that the boundaries of the channel be established as a dock-line to limit any construction by private parties or corporations.

These recommendations covered a length of about 6½ miles, and as it is now intended to extend the improvement to Hammond, a further distance of 5 miles, the same project should be extended to cover this section also.

The estimated cost of the improvement of the lower section of the river, 200 feet wide and 16 feet deep, was $225,000.

For the upper section, with same width and depth, the estimated cost was $200,000, making a total of $425,000.

These estimates were based upon the recommendation that the Government own its own dredges, and contingent upon the fact that sufficient funds be appropriated at the outset for the purchase of the plant and the performance of one season's work.

The work of improvement will be commenced on the different sections of the river as required by the provisions of the acts making the appropriation, so soon as the necessary releases have been obtained.

ESTIMATE OF FUNDS FOR YEAR ENDING JUNE 30, 1888.

As both sections of the river are now included in the proposed improvement, the estimates therefor are embraced in one item; and for the continuation of the improvement the additional amount of $100,000 is asked.

Total amount appropriated for this work to date	$80,000 00
Amount (estimated) required for completion of existing project	345,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888.	100,000 00

Improving Illinois River, Illinois: Continuing improvement, one hundred and fifteen thousand dollars.

Illinois River is in the customs district of New Orleans.

Commercial statistics.

Freight shipped from Saint Louis, Mo., via Illinois River	tons..	865
Freight received at Saint Louis, Mo., via Illinois River	do...	84,830
Freight received at Saint Louis, Mo., by craft, via Illinois River	do...	2,195

The commerce at the present time on the Lower Illinois River cannot be taken as a measure of the value of the proposed improvement. The State has constructed two locks and dams at Copperas Creek and Henry, which, with the completion of the present improvement, will enable steamers now navigating the Mississippi to ascend the river to La Salle. This improvement, supplemented by that of the Upper Illinois and the opening of a passage to the lake, will afford a reliable and commodious water communication between the lakes and the Mississippi.

The project now in course of execution for the improvement of this river contemplates the construction of a lock and dam at each of the sites selected, viz, La Grange and Kampsville, and the dredging of the channel from the State lock at Copperas Creek to the mouth of the river.

PROGRESS DURING THE YEAR.

Owing to the limited amount of money available work was confined to completing the lock-walls at La Grange. This work was started on the 15th of September and completed October 15, the amount of stone set being 1,800 cubic yards. A small force was then engaged in putting the plant in condition, awaiting additional appropriations.

At the Kampsville lock the coffer-dam and foundation have been flooded for over two seasons, as the funds on hand were not sufficient to carry on operations at both lock-sites.

PROPOSED APPLICATION OF FUNDS AVAILABLE.

The amount available July 1, 1886, exclusive of outstanding liabilities, was $4,360.43. This, with the appropriation of $112,500, by act approved August 5, 1886, will be applied to the lock and dam improvement and to such dredging as may be deemed necessary in the interest of navigation. It was provided in the act of August 5 that $3,750 of that appropriation should be applied to dredging at Peoria. No project has ever been submitted for work at this locality. An examination will therefore be made, in order to carry out the provisions of the act.

ESTIMATE FOR FISCAL YEAR ENDING JUNE 30, 1888.

The amount estimated for the fiscal ending June 30, 1888, is $350,000, and will be applied to completing the work at La Grange, purchasing material and operating at Kampsville, and dredging the river.

Total amount appropriated for this work from 1852 to date	$1,270,000 00
Amount (estimated) required for completion of existing project	587,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	350,000 00

For the construction of a canal from the Illinois River, at or near the town of Hennepin, in the State of Illinois, to the Mississippi River, at the mouth of Rock River, or between it and the city of Rock Island, in said State, together with such feeders and other works that may be necessary to supply said canal with water, three hundred thousand dollars.

The facts in connection with this improvement are sufficiently set forth in the following report of the Chief of Engineers to the Secretary of War transmitting the report of Maj. T. H. Handbury:

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., March 6, 1886.

SIR: I have the honor to submit herewith a copy of a report to this office from Maj. T. H. Handbury, Corps of Engineers, giving the results of additional surveys of routes for the Hennepin Canal, supplementary to those contained in the report of Maj. W. H. H. Benyaurd, Corps of Engineers, transmitted to Congress with the Annual Report of this office for the fiscal year ending June 30, 1883.

For convenience of description and comparison, his report divided the canal into two divisions—the eastern, including that portion between the Illinois River and the summit level at the feeder junction, and the western, from thence to the Mississippi. For the western division three lines were surveyed by him, designated as the Marais d'Osier, the Watertown, and the Rock Island routes—the eastern division, from the Illinois River to the summit, a distance of 25 miles, being common to all.

For the reason that all available data bearing upon the choice of the line to be followed by the canal would be of importance to deliberations of Congress upon the subject, and in view of a communication from Mr. Eugene Lewis, of Moline, Ill., advocating the building of a dam in the Mississippi River near the head of Rock Island for the purpose of forming a pool in which to terminate the canal on the Watertown route, Major Benyaurd was, with your approval, directed to collect all additional information from records of surveys already made, and, with a balance of funds applicable to the purpose, to supplement these by such additional surveys as might be deemed advisable. Owing to his absence on account of illness, this duty was assigned to Major Handbury.

The report herewith submitted contains the results of the survey of two additional routes diverging from those terminating at Rock Island and at Watertown already reported upon, viz, a line from a point in Saint Peter's Marsh, where it is crossed by the Marais d'Osier line, to a point on Rock River known as Penney's Slough, and from thence by the most practicable route to the Mississippi near Watertown; and a line from Penney's Slough following down Rock River to near its mouth, and from thence to the Mississippi at about 1½ miles below t e city to Rock Island, following from the mouth of Green River to the Mississippi the same ground as in former survey; and also contains revised estimates of the probable cost of the several routes, the totals for construction of canal and feeder, including right of way, being as follows:

Marais d'Osier route, length 64 miles	$5,811,367
Watertown route, via Green River, 65.2 miles	7,207,646
Watertown route, via Penney's Slough, 64.9 miles	6,306,552
Rock Island route, via Green River, 74.5 miles (revised)	6,709,536
Rock Island route, via Penney's Slough and Rock River, 77 miles	6,554,052
The cost of the feeder from Rock River at Dixon (common to all, being included in each of the above estimates)	1,664,117

Referring to the three points which have been designated for the western terminus of the canal on the Mississippi, Major Handbury remarks, that at the terminus of the Rock Island route, the first lock of which must be placed near the river bank, a pool or harbor of some kind would have to be provided, where boats arriving could await opportunity to enter the lock. This could be constructed without injury to the navigation of the river.

That on the Watertown route the canal enters the river in the Rock Island Rapids, which extend from Davenport, 14 miles, having in this distance a fall of about 1½ feet per mile at low water, and no slackwater of sufficient depth for boats to lie for the opportunity to enter the canal. For two-thirds of the season the river is high enough for navigation. To place a dam at any point in the rapids involves the construction of a lock through which every craft, large and small, must pass at all stages of the river, causing serious delay and obstruction during the time of high water, when there is no difficulty in navigating the rapids. In the appendix to this

report may be found the opinions of several parties engaged in the navigation of the river, condemning the plan in strong terms as of great injury to commerce.

The report considers that the point selected for the terminus of the Marias d'Osier route is freer from objection, in an engineering point of view, and preferable to the others, for the reason that there is an island immediately in front of the proposed outlet between which and the shore the channel is sufficiently wide and deep for all purposes of the commerce of the canal, and that, the first lock being 6½ miles from the river, access to it would be easy at all stages, and the canal itself would, in that distance, form a pool or basin of ample size, available for boats waiting to enter it.

Major Handbury also gives preference to this route for the reason, apart from the considerations pointed out in Major Benyaurd's report of 1883, of it being the shortest and cheapest, with less lockage and a better regulated supply of water; that the great bulk of the commerce passing through the canal being, as he assumes, from and for the Northwest, the distance from up-river points to Chicago via the Watertown route would be 21 miles, and via the Rock Island route 40 miles greater. He assumes that the commerce of the Missouri and its tributaries seeking the lakes will take the Illinois route when that improvement is completed. Major Handbury, however, takes no note of the Western-bound heavy freight which, from Rock Island as a terminus of the canal, would be sent down-stream for the supply of the numerous towns and cities on the Mississippi banks, a feat not so easily accomplished, owing to the Rock Island Rapids with the terminus at Watertown or near Albany. It should be noted also that Davenport, opposite to Rock Island, is, in some respects, already a railroad center.

With respect to the impediment caused by the rapids at Rock Island, it is highly probable, with the terminus of the canal at either of the three points, it may ultimately become necessary to improve the navigation by the construction of a lateral canal.

I beg leave to suggest that this report and accompanying papers and map be transmitted to the House of Representatives for the information of the Committee on Railways and Canals, and, considering the great importance of the project and the words of the act—

"That the Secretary of War be, and he is hereby, authorized and directed to survey and locate a canal from a point on the Illinois River at or near the town of Hennepin, by the most practicable and convenient route, to the Mississippi River at or above the city of Rock Island, &c."—

I venture to suggest that the Rock Island route be adopted, in view of its offering commercial facilities superior to those of the other routes considered in the reports. In the future, should subsequent experience warrant a change, another outlet on the Mississippi might be adopted.

Mr. Lewis, in a second communication, February 19, 1886, he has made to this office (copy herewith), enlarges upon the advantages of the Watertown route for the purposes of Rock Island Arsenal. The opinion of the Ordnance Department might be obtained, if so desired, as to what extent this route would be of advantage for arsenal purposes, as well as its necessity therefor.

I do not agree with Mr. Lewis that a preference of either outlet would have any sensible effect upon the usefulness of the arsenal.

Very respectfully, your obedient servant,

JOHN NEWTON,
Chief of Engineers, Brig. and Brt. Maj. Gen.

Hon. WM. C. ENDICOTT,
Secretary af War.

Maj. T. H. Handbury in his report to the Chief of Engineers says:

"A few moments' consideration of the map of the United States, west of the Mississippi River, will show the situation so far as water-routes of transportation alone are concerned. The commerce of the Upper Mississippi and its tributaries seeking lake transportation and that of all railroads affected by these must be more or less influenced by this canal; that of the Missouri River and its tributaries, if going to or from the lakes, will take the Illinois River route when the project for improvement now in process of execution has been completed.

"The distance from the mouth of the Illinois River to Chicago via the river and the Illinois and Michigan Canal is 320 miles. The distance between the same points via the Mississippi River to Rock Island, thence by Hennepin Canal and Illinois and Michigan Canal, is about 450 miles. Distance from Rock Island to mouth of Illinois River is 275 miles.

"A general idea of the amount of produce of various kinds whose cost of transportation will be more or less affected by the construction of the Hennepin Canal may be obtained from the statistical data furnished."

(See reports to be found in H. R. Ex. Doc. No. 117, Forty-ninth Congress, first session, and H. R. Ex. Doc. No. 79, second session Forty-ninth Congress.)

Improving Gasconade River, Missouri: Continuing improvement, two thousand five hundred dollars.

This work is situated in the collection district of New Orleans, and the nearest port of delivery is Saint Louis, Mo. The nearest fort is at Leavenworth, Kans.

COMMERCIAL STATISTICS.

There are four steamboats engaged in navigating this stream, having a tonnage of from 65 to 100 tons, and drawing from 12 to 16 inches of water. The estimated value of the commerce on this river is $286,500.

The improvement of this stream has consisted in the removal of obstructions to navigation in the shape of leaning timber and snags and the construction of low wing-dams to facilitate the passage of boats over the shoals during low water.

The work was commenced in 1880, and has been continued up to the present time.

No work was done during the past season, the funds on hand not being sufficient to do so to advantage.

With the funds available for the fiscal year ending June 30, 1887, and the appropriation asked for fiscal year ending June 30, 1888, it is proposed to continue the work as heretofore, that being all that can be advantageously done.

The estimated cost of this improvement was $50,000.

The former appropriations are:

By act of June 14, 1880	$5,000
By act of March 3, 1881	10,000
By act of August 2, 1882	10,000
By act of July 5, 1884	5,000
By act of August 5, 1886	7,500
Total	37,500
Amount that can be profitably expended in fiscal year ending June 30, 1888.	10,000

Improving Osage River, Missouri: Continuing improvement by snagging and removing obstructions, two thousand five hundred dollars.

The Osage empties into the Missouri River at a point about 140 miles from its mouth. To improve the navigable capacity of the Osage beyond that of the Missouri would be almost, if not quite, useless. The navigable depth of the Missouri at low stage is about 3 feet. An improvement of the Missouri River has been projected, but the amount of time which must elapse before that improvement shall be completed is uncertain. It will probably be many years. But whether many or few it would seem proper to defer the inauguration of any scheme, the usefulness of which is very largely dependent upon the safe navigation of the Missouri, until such safety of navigation is an accomplished fact.

COMMERCIAL STATISTICS.

No reliable data could be obtained upon which to base an itemized statement of the commerce of this stream. The down freights consist of country produce, live stock, lumber, and railroad ties, and the up freights of a corresponding amount of farm supplies.

The following steamboats navigate the stream:

Steamer Frederick, 100 tons, from mouth up.

Steamer Emma, 100 tons, from mouth up.

Steamer Hurlburt, 75 tons, from mouth up.

Steamer Anna, 50 tons, from mouth up.

Steamer Aggie, 400 tons, Missouri River and Osage River.

Steamer General Meade, 500 tons, makes weekly trips from Saint Louis to Saint Elizabeth.

The project for the improvement of this stream consisted in the removal of obstructions to navigation, cutting off leaning timber, construction of cross-dams and wing-dams, and in dredging channels through shoal places.

No work has been done upon this improvement for the last three seasons, no money having been appropriated for that purpose.

[illegible] funds available for the fiscal year ending June 30, 1887, and the appro-[illegible] for fiscal year ending June 30, 1888, it is proposed to remove snags and

other obstructions and cut the leaning trees, and make some necessary repairs to dams, this being the only work that can be done to advantage upon this stream.

The estimated cost of this improvement was $230,000.

The former appropriations are:

By act of March 3, 1871	$25,000
By act of June 10, 1872	25,000
By act of March 3, 1873	25,000
By act of June 23, 1874	25,000
By act of June 18, 1878	20,000
By act of March 3, 1879	20,000
By act of June 14, 1880	30,000
By act of March 3, 1881	20,000
By act of August 5, 1886	10,000
Total	200,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	10,000

Improving Black River, Arkansas and Missouri, up to Poplar Bluff, Missouri: Continuing improvement, five thousand dollars.

This river rises in the southern part of the State of Missouri, and flowing in a southerly direction empties into the White River at Jacksonport.

COMMERCIAL STATISTICS.

STEAMER GEORGE W. DECKER,
Newport, Ark., June 4, 1886.

Replying to your favor of 2d instant relative to amount of business done per year will say that Black and Current rivers carry out about 15,000 bales of cotton, 800 tons cotton-seed, 40,000 bushels corn, 5,000 bushels wheat, about $20,000 worth of hogs and bacon, and 700,000 pounds general store merchandise.

The milling interests are large; fully 3,000,000 staves and 20,000,000 feet lumber are handled per year.

At least one-third of the above estimate is brought out of Current River, which is deep, but being narrow is obstructed by overhanging trees and snags, and requires attention the same as Black River.

Will also state that about 300,000 railroad ties are handled above Black Rock.

Respectfully, yours,

GEORGE GOODRICH.

H. S. TABER,
Captain, U. S. Corps of Engineers.

Before any improvements were made upon this river, its channel was choked with logs and snags, and obstructed by overhanging trees, and in many places shoals interfered with its navigation at low water by any but very light-draught boats.

Its banks caved but little, and, except at the shoals, it was characterized by greater depth of water than is found in streams generally in the vicinity, due to its being narrow and its banks firm.

The original plan for its improvement contemplated the removal of the obstructions and the improvement of the shoals, the latter by wing-dams. A few sloughs were to be closed up so as to confine the water to the main channel.

Up to June 30, 1885, $49,610.80 had been expended in carrying out the above plan. This expenditure gave great relief to navigation, especially that made in the year ending June 30, 1885, inasmuch as the new snag-boat operated in that year.

It is to be regretted that no appropriation was made available for the year ending June 30, 1886, as some of the good effects of the work the previous year were lost, owing to there not being funds to open up the upper river. Nothing has been done during the fiscal year ending June 30, 1886, the funds sufficing only to preserve the property. Snagging operations in this stream, as in others of similar character in this district, have to be repeated annually, though not so much so in this particular river as in some others, on account of the more permanent character of its banks.

There are a few shoals that should be improved by wing-dams and possibly a few chutes that need closing. Taking all these facts together, it is estimated that $10,000 could be profitably expended during the fiscal year ending June 30, 1888. It is believed that after this river is thoroughly opened up, a sum not to exceed $8,000 a year

will keep it open to navigation, until the country becomes cleared up, when a less sum would suffice, on account of the smaller number of snags likely to be brought in annually.

Since by act approved August 5, 1886, only $5,000 were appropriated, $15,000 could be probtably expended in the year ending June 30, 1888.

Total amount appropriated to date	$56,234 90
Amount that can be profitably expended in fiscal year ending June 30, 1888.	15,000 00

Improving Saint Francis River, Missouri and Arkansas, from Greenville to the Arkansas State line, five thousand dollars.

For report covering this improvement, see report on improvement Saint Francis River, Arkansas.

Improving Red River of the North, Minnesota: Continuing improvement, ten thousand dollars.

The Red River of the North and its tributaries from their sources to the international boundary line are wholly within the customs district of Minnesota, of which Saint Vincent is the chief port of entry.

The collections at the port of Saint Vincent and sub-ports on the international boundary line for the year ending December 31, 1885, amounted to $11,403.88.

COMMERCIAL STATISTICS, RED RIVER OF THE NORTH, BETWEEN BRECKENRIDGE AND THE BOUNDARY LINE; SEASON OF 1885.

There were two steamboat lines operating on the river during the season of 1885, the Grandin Line, one steamboat (the Grandin) and a fleet of barges operating between Fargo, Dak., and the head of Goose Rapids, and the Red River Transportation Company, two steamboats and a barge fleet, one steamboat (the Pluck) running north and south from Moorhead, Minn., and the other steamboat (the H. W. Alsop) running north and south from Grand Forks, Dak. The following is a statement of the amount of freight moved by the different lines:

Grandin Line.

STEAMER GRANDIN.

	Pounds.
Merchandise carried down river from Fargo	1,258,271
Wheat brought up river to Fargo	10,051,920
Barley brought up river to Fargo	480,000

Red River Transportation Company.

STEAMER PLUCK.

From points south to Moorhead:	
Wheat	10,314,000
Wood	2100,000

STEAMER H. W. ALSOP.

From Grand Forks to points north and south:	
Merchandise	591,368
Lumber	1,418,560
To Grand Forks from points north and south:	
Wheat	13,396,380
Wood	6,475,000
Total	46,085,499

RECAPITULATION.

	Pounds.
Grandin Line (operating above Goose Rapids)	11,790,191
Red River Transportation Company (operating south of Moorhead)	12,414,000
Transportation Company (operating below Goose Rapids)	21,881,308
	46,085,499

COMPARATIVE STATEMENT OF FREIGHT CARRIED FOR SEVEN YEARS.

	Pounds
1885	46,085,499
1884	58,091,472
1883	50,627,951
1882	63,303,629
1881	53,114,861
1880	43,301,515
1879	35,718,731

IMPROVEMENT OF RED RIVER OF THE NORTH, MINNESOTA AND DAKOTA.

The present, which is also the original, project for the improvement of this river from Breckenridge to the northern boundary line adopted in 1877 and amended as to estimate of cost in 1883, consists in removal of snags, leaning trees, and bowlders, and in dredging channels through the bars.

With the balance of funds available from the appropriation of $10,000, by act of Congress approved July 5, 1884, the work of dredging was resumed in July, 1885, at a point 32 miles by river below Grand Forks, and continued until September 22, when the dredge was returned to Grand Forks, it being necessary to retain some funds with which to insure care of the plant during the winter following and until another appropriation should be made for continuing the improvement. After the return to Grand Forks 8 piles were removed from the channel at that point. During the season, eighty-three days, including the time occupied in repairs, setting up machinery, &c., the dredge worked over 15 miles of river, cutting through 6 clay-bars and removing from the channel 36,303 cubic yards of clay.

The total length of the cutting was 3,950 linear feet; least width of cutting, 60 feet; and affording low-water depth of 4 feet. The excavated material was utilized as in former years in forming training-dams to confine and direct the water at low stages, and also to, as far as possible, leave the area of cross-section of the stream after excavation what it was before excavation. The material, a tough leathery clay, is not liable to be washed away rapidly; again, there seemed no better disposition to be made of it; to raise it to the top of the bank, 35 to 45 feet above low water, would have been very expensive without, in reality, securing much, if any, advantage, as floods frequently cover the banks and approaches to the river, giving the latter the aspect of a great lake.

Total length of training-dams thus constructed, 4,550 linear feet. Cost of dredging during the season, including everything chargeable to the work, repairs, subsistence, fuel, labor, superintendence, operating steamboat, as well as dredge, &c., was 8$\frac{3}{10}$ cents per cubic yard of material excavated and deposited in training-dams The cost of subsistence per ration, 43 cents.

The work terminated at a point 47 miles below Grand Forks.

GENERAL CONDITION OF THE WORK.

The 3-foot dredged channels from Moorhead to a point 80 miles north, averaging 60 feet in width at low water; and the 4-foot dredged channels from Grand Forks to a point 47 miles north (distances by river) averaging 70 feet in width, are in good condition, and no difficulty is experienced over the improved portions of the river by boats loaded for those depths, excepting at one point a few miles north of Moorhead, where a bar has lately developed. A bar near Frog Point is also reported this spring. The removal of snags and trees between Moorhead and Abercrombie simply improved that portion of the stream for high and medium stages of water.

Generally, since the first bars were dredged in 1879, the carrying of grain in barges has been greatly facilitated. Before the dredging commenced, in 1879, there was but 1½ feet of water, ruling depth, upon bars between Moorhead and Goose Rapids, and 2 feet on the bars below Grand Forks at low water; and before the removal of snags and leaning trees between Moorhead and Abercrombie navigation over this portion of the stream was at all times difficult.

The steamboat season, 1885, commenced April 15 and closed November 15. It will be noticed in the comparative statement of freight carried for seven years, appended to this report, that the quantity of freight moved on the river in 1885 was considerably less than that moved in any one of the four preceding years. This is attributed to the fact that owing to low water on unimproved portions of the river and the condition of the river south of Moorhead from snags and other obstructions in the low-water channel the boats were not able to handle all of the freight, principally wheat, offered them.

IMPROVEMENTS NECESSARY.

There are yet to be removed between Fargo (opposite Moorhead) and Breckenridge, a distance of 101 miles, large numbers of snags, trees, and bowlders, and 40,000 cubic yards of clay bars to be dredged.

From Fargo to Goose Rapids, 90 miles, about 60,000 cubic yards of clay estimated as necessary to be removed in order to open a continuous 3-foot channel to the head of the rapids.

Between Grand Forks and foot of Pelican Bars, 115 miles, about 128,000 cubic yards of dredging estimated as necessary to secure a 4-foot channel to Pembina.

Between Pelican Bars and Pembina no work, beyond removal of a few snags, &c., is deemed necessary at present.

Total of dredging required, 228,000 cubic yards. If we add to this the handling of about 22,000 cubic yards, in order to repair existing dams, the aggregate of dredging required amounts to 250,000 cubic yards.

Goose Rapids stand as a dividing wall between the upper and lower river; their improvement is discussed in the report on lock and dam at Goose Rapids.

All the work of improvement on this stream has been by hired labor.

Expended during the fiscal year ending June 30, 1886, including outstanding liabilities, $4,721.82.

Expended upon the improvement from commencement of work in 1877, to June 30, 1886, including outstanding liabilities, $122,149.97.

The sum of $9,000 can be profitably expended during the fiscal year ending June 30, 1888, in continuing operations and removal of obstructions generally between Breckenridge and the northern boundary line.

Revised estimate of cost of improvement from Breckenridge to the boundary line, not including lock and dam at Goose Rapids, $179,310.18.

Total amount expended to June 30, 1886 (including outstanding liabilities), is $122,149.97.

Total amount appropriated for this work to date	$169,947 65
Amount (estimated) required for completion of existing project	9,362 53
Amount that can be profitably expended in fiscal year ending June 30, 1888	9,000 00

Improving Yellowstone River, Montana and Dakota: Continuing improvement, twelve thousand five hundred dollars.

This river is one of the tributaries of the Missouri River.

The commercial statistics of the river are as follows:

Five lines of steamers make their headquarters at Bismarck, Dak., and from twenty to thirty boats ply between this town and points on the Missouri and Yellowstone, making during the season of navigation from one hundred and fifty to one hundred and seventy-five trips.

The steamboat business for 1881 was greatly in excess of any previous year. There were twenty-one boats employed, the largest being the Dacotah, with a freight capacity of 1,400 tons, and the smallest the General Tompkins, with a freight capacity of 250 tons.

The freight carried up the Yellowstone River amounted to 8,420,000 pounds, of an estimated value of $1,263,000. The exports were principally hides, furs, and skins. There were shipped 93,000 buffalo robes, of a value of $232,500, and about 263,000 pounds of hides, valued at $95,533, besides a quantity of furs and wolf-skins. The above values are those on the river bank.

The past season's work was materially restricted by reason of the inadequacy of the funds available with which to prosecute it, there remaining on hand from the last session's appropriation but a small balance.

The field of operations was restricted to the portion of the river between 25 and 30 miles below Glendive, Mont., and, like previous work, has consisted of the closing, by means of brush-dams, ballasted with such material as was available, of chutes which depleted the water of the main channel.

These dams were so placed that whenever possible they not only effected a closure of the detrimental chutes, but at the same time assisted in the rectification of the main channel.

In the vicinity of the works the current is very swift, particularly at the period of high water, when it has sufficient velocity and strength to transport bowlders measuring 5 and 6 inches in diameter. In consequence of this a very careful construction of the dams was necessary to insure moderate permanency. With the limited appliances available and the scarcity of materials in the vicinity the construction has been [illegible] difficulties, and of necessity rather expensive.

The river is of good size, and has at the lowest stages a sufficient volume of water, if confined to a single channel, to afford a 3½ or 4 foot depth with ample width, a sufficiency for ordinary steamboat purposes.

Considered in connection with the Upper Missouri River, the portion of the river below Glendive offers some inducements for its navigation, since steamboats bound for Upper Missouri River points by starting at Glendive instead of at Bismarck, as at present, would have but 100 miles down-stream haul to Fort Buford, instead of the 300 miles up-stream haul, in a difficult piece of river, to the same point.

The local traffic of the longer stretch of river is, however, at present sufficient to control the services of the steamboats, notwithstanding the increased difficulties of the navigation.

During the past season, 1,282 linear feet of dam was constructed, at an average cost of $5.79+ per linear foot.

Exclusive of repairs to dams, the cost of the improvement of the river from Glendive to the mouth will not probably exceed $125,000.

Amount (estimated) required for completion of existing project	$106,250 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	74,700 00

Improving Mokelumne River, California, by removing obstructions, one thousand five hundred dollars.

The Mokelumne River is in the customs district of San Francisco, Cal., at which port there was collected during the fiscal year ending June 30, 1886, $5,990,606.89.

Commercial statistics, 1886.

Freight carried during the year ending June 30, 1886, to and from points on the Mokelumne River ..... tons..	28,000
Passengers	960

Beside the above there are small schooners running irregularly to bring down bricks, hay, and produce. About 1,000,000 bricks are shipped down annually, but it has not been possible to get the details for the hay and produce.

The project adopted in 1884 has for its object the removal of snags and overhanging trees in that part of the river within tidal influence where there is sufficient depth for the navigation. This extends through the North Fork a short distance above Benson's Ferry.

The South Fork is navigable from its lower end to within about 2 miles of its upper junction with the North Fork, and thence becomes choked with snags. Hence the steamers plying on the river make their trip up the North Fork to head of navigation, thence down to the lower junction of North and South forks, and back again by South Fork to within 2 miles of its head.

During the past season the United States snag-boat Seizer worked over the same ground as the previous season, from November 15 to December 24, 1885, removing 324 snags and 394 trees, and clearing long stretches of the bank of small stuff which was dangerous to the light upper work of boats brushing against it. The result was a convenient channel by North Fork to Benson's Ferry and the total expenditure for the season, $3,499.39, exhausting the appropriation.

It is proposed with funds available and asked for to further improve the channel below Benson's Ferry, to continue snagging and bank-clearing for from 3 to 4 miles above, and to clear out the choked reach at head of South Fork which now bars its navigation.

Total amount expended	$8,457 48
Total amount appropriated for this work to date	11,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	5,000 00

Improving San Joaquin River and Stockton and Mormon Sloughs, California: Continuing improvement, ten thousand dollars.

San Joaquin River is in the customs district of San Francisco, Cal., at which port was collected in fiscal year ending June 30, 1886, $5,990,606.89.

The city of Stockton is situated on a slough of the same name 2½ miles from its entrance into the San Joaquin River, and has a population of 10,282 inhabitants according to the census of 1880.

The commercial statistics for the fiscal year ending June 30, 1885, are as follows:

Freight shipped to and from the city of Stockton, via the San Joaquin River, during the year ending June 30, 1886.

Exports:	Tons.
Wheat, barley, and other cereals	92,250
Flour and mill stuff	60,325
Vegetables, potatoes, onions, &c	30,000
Fruit and grapes	5,000
Carriages, furniture, and agricultural implements	1,250
Paper	1,200
Leather	1,000
Wine and brandy	500
Hides, pelts, and glue stock	500
Miscellaneous freight	18,000
Total	210,025

Imports:	
Agricultural implements	4,000
Miscellaneous machinery and hardware	25,000
Paper stock, chemicals, &c	1,000
Hard wood, lumber, and carriage stock	1,500
Building and fencing lumber	80,000
Coal	40,000
Lime and cement	1,650
Tan bark	4,000
Miscellaneous freight	30,000
Total	187,150

Freight transported by steamers and barges upon the Upper San Joaquin River during the year ending June 30, 1884.

Down freights:	Tons.
Wheat to San Francisco	25,000
Wheat to Stockton	15,000
Hay, potatoes, and other agricultural products	2,000
Wool	800
Wood	1,500
Total	44,300

Up freights:	
Lumber from San Francisco	2,000
Lumber from Stockton	2,000
Miscellaneous freight from San Francisco	8,000
Miscellaneous freight from Stockton	17,000
Total	29,000

Approved project has for its object the maintenance, by dredging, of a channel 9 feet deep at low water, and 100 feet wide through tidal parts of river below Stockton, a channel, 4 feet deep at low water and 80 feet wide, in Mormon Slough to Miller's warehouse, and temporary improvements in the low-water channels of upper river to Hill's Ferry, carried out by the United States snag-boat.

Of the total amounts appropriated, namely, $158,750.00, $139,446.40 was spent prior to June 30, 1885, of which $105,633.93 was for dredging, and $33,812.47 for snagging and other temporary measures.

No change is therefore recommended in the plan heretofore followed, when possible, of sending the snag-boat into the upper river each spring on a falling river to clear the channel of dangerous snags. The work so far done in this direction has been of substantial benefit, and the enforced suspension of it for this reason has caused inconvenience and complaint.

Amount (estimated) required for completion of existing project, exclusive of dredging	$139,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	100,000 00

Improving Sacramento and Feather Rivers, California: Continuing improvement, ten thousand dollars.

The Sacramento and Feather rivers are in the customs district of San Francisco, at which port there was collected $5,990,606.89 in the past fiscal year.

The following statistics are for the year ending June 30, 1886:

	Tons.
By boats of Sacramento Transportation Company—	
From San Francisco to Sacramento:	
Merchandise	17,698
Lumber	25,000
Coal	3,760
From Sacramento to San Francisco:	
Brick	55,500
Merchandise	3,760
From San Francisco to Upper Sacramento:	
Merchandise	12,575
Lumber	8,500
From Sacramento to Upper Sacramento, merchandise	2,750
From upper river:	
Wheat, barley, and flour	94,549
Wool, broom-corn, and hay	3,750
Wood	25,000
By boats of Southern Pacific Company:	
Between San Francisco and Sacramento (north)	37,639
Between Sacramento and San Francisco (south)	15,679
Trading boat Neponset:	
From Sacramento to Upper Sacramento River, merchandise	1,500
From upper river to Sacramento (wheat and barley)	1,000
S. F. S. Company and steamers D. E. Knight, Silvia, and Daisy:	
From upper river to Sacramento (wheat and barley)	10,433
Boats of California Transportation Company:	
From Lower Sacramento to San Francisco (fruit, produce, and merchandise)	46,419
Total	365,512
Between Lower Sacramento and San Francisco, passengers	11,600

The following statistics for the Feather River are furnished by Mr. D. E. Knight, of Marysville:

Wheat from landing on Feather River to Nevada warehouse, Port Costa, Wheatport, Vallejo, and San Francisco ... tons	10,497 533/1000
Hides, pelts, tallow, potatoes, fruit, and other merchandise from Marysville and various landings on Feather River to San Francisco and Sacramento ... tons	1,928
Merchandise carried from San Francisco to Marysville and way landings	8,057 539/1000
Total	20,482 892/1000

The project has for its object the temporary improvement of the low-water channel by snagging, dam-building, and bar-scraping, carried on by hired labor and the crew of the United States snag-boat.

Above the mouth of the Feather the navigation was kept in good order with the depths reported last year, permitting barges to load 32 inches from head of navigation to Butte City, 38 inches Butte City to Colusa, and 54 inches Colusa to mouth of Feather.

Below the Feather, though the lowest water on the gauge at Sacramento was nearly 6 feet higher than the low water of 1854, the navigation was probably worse than it has ever been.

From August to November, Fremont Bar had 3¾ feet, at Sacramento drawbridge there was 3¼ feet, while below the steamer landing at Sacramento there were two bars with only 4 feet. As these last two are crossed by the San Francisco steamers, drawing loaded 5 feet, much inconvenience was experienced from the necessity for lightering a part of their freight up to their landing.

A gauging of the river opposite the foot of M street, Sacramento, on October 10, 1885, gave a sectional area of 27.4 square feet, with mean velocity 1.91 feet and discharge, 5,180 cubic feet per second.

Taking the Sacramento above the mouth of the Feather as a whole, it is to be hoped that the temporary measures already in use will enable us to preserve substantially the existing conditions.

In the Feather itself, below Marysville, and in the Sacramento below the Feather, the case becomes more difficult and complicated.

The temporary dams of logs and brush which could be used each year in new places in the formation of a low-water channel of sufficient depth are no longer possible, because the work already done, and the clearing and settlement of the banks, has about exhausted the supply of material.

The aggregate of the appropriations made for these rivers, beginning March 3, 1875, is $445,000, of which there has been expended, exclusive of outstanding liabilities, $247,097.52.

Amount that can be profitably expended in fiscal year ending June 30, 1888, $40,000.

Improving canal around the Cascades of Columbia River, Oregon: Continuing improvement, one hundred and fifty thousand dollars.

For commercial statistics see report on improvement of the "mouth of the Columbia."

This work is at the Cascades of the Columbia, in the heart of the Cascade Mountains, where navigation is completely obstructed.

The project is to build a canal 3,000 feet long, with blocks, around the Upper Cascades, and to improve the water-way of the Lower Cascades to such point as will render the river navigable by removing rock obstructions in the bed and along the banks, and by increasing the minimum sections at high and low stages. The latter part of the project is nearly completed, and no further work is contemplated upon it until after the opening of the canal.

This obstruction is a shackle upon a great river and its commerce, a river second only in importance to the Mississippi River. Owing to its great volume of water, the products of the great basin of the Columbia could be placed on tide-water at a cost not exceeding one-half cent per ton per mile for river transportation if the river were not obstructed at the Cascades and the Dalles. For a haul of 250 miles this would be $1.25 per ton. These figures are based upon ample statistics of transportation, both in this country and in Europe. The present cost of transportation by rail for grain to tide-water over a haul of 250 miles is $6 per ton; for wool, $20 per ton; for bacon, $22 per ton.

Statistics of towing on the river Elbe show that the up-stream traffic will cost about three times that of the down-stream.

The traffic that may be reasonably anticipated along this line is wheat, wool, farm produce, and products of mines down-stream; and coal, lumber, iron, manufactured products, machinery, and merchandise up-stream.

The wheat product of the year 1885 was over 14,000,000 bushels and the wool product over 12,000,000 pounds, with only a small proportion of the country settled up.

As the close of the fiscal year ending June 30, 1885, there being no new appropriation, a small balance of funds was husbanded, so as to combine minor operations for a year with care and maintenance of the work. During the high-water season one gang of stone-cutters was kept employed. After the subsidence of the river the stone-cutters were discharged, and an excavator-gang was placed in the lock-pit, &c.

It is proposed to apply the sum asked for to the construction of guard-gate, wing-walls, lock-walls, lock and canal-pit excavation, and grading.

During the year a proposition was submitted by me and referred to the surviving members of the Board of 1880 to reduce the width of the lock to 80 feet, and to make the lock-span and gate-span the same. The Board approved of the latter proposition, but not the former; and, its action having been approved by the Secretary of War, the lock and gate spans will be uniform and 90 feet. As the matter now stands, the gates will be of wood, and of extraordinary size for those constructed of that material.

Appropriations.

Act of June 14, 1876	$90,000
Act of June 18, 1878	150,000
Act of March 3, 1879	100,000
Act of June 14, 1880	100,000
Act of March 3, 1881	100,000
Act of August 2, 1882	265,000
Act of July 5, 1884	150,000
Act of August 5, 1886	187,500
Total	1,142,500
Amount (estimated) required for completion of existing project	1,100,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	800,000

Improving the Upper Columbia River, including Snake River, Oregon and Washington Territory: Continuing improvement, five thousand dollars.

For commercial statistics, see report on the improvement of the "Mouth of the Columbia River."

The plan of this improvement consists in submerged rock-blasting and bar-scraping to secure a low-water channel of 5½ feet in the Columbia as far as Ainsworth and 4½ feet in the Snake as far as Lewiston. The original estimate of cost is $132,000. Total appropriation on this project, $111,000. The project covers the Columbia River from Celilo, Oreg., to the mouth of the Snake at Ainsworth, and the Snake from this point to Lewiston, Idaho.

The operations under the appropriation of July 5, 1884, were confined to a reach of river between Lewiston and Riparia, and have resulted in accomplishing what was proposed. This part of the river is now in fairly navigable condition, very much superior to the reach between Riparia and Ainsworth.

I think that further operations should be directed to this reach.

To accentuate the danger that attends operations for submerged blasting on this river, a terrible accident befell the party of Holmes and Spencer, while at work on the rapid below Granite Point, on the 25th of September. A small boat containing Mr. Holmes and three of his men was upset in the rapids and all were drowned within a few minutes.

It is proposed to apply the appropriation asked for in submerged-rock blasting and removal of cobble-stone bars between Riparia and Lewiston.

An examination of the river was made in March by Lieut. W. Young, Corps of Engineers, from Riparia to Assotan. Copy of his report is appended.

Gauge records were kept from October 10, 1885, to June 30, 1886, at Almota, Wash.; Riparia, Wash.; Ainsworth, Wash.; Lewiston, Idaho.

Appropriations.

Upper Columbia River:		
Act June 10, 1872	$50,000	
Act June 23, 1874	20,000	
Act March 3, 1875	35,000	
Total		$105,000 00
Upper Columbia and Snake rivers:		
Act August 14, 1876	15,000	
Act June 18, 1878	20,000	
Act March 3, 1879	20,000	
Act June 14, 1880	15,000	
Act March 3, 1881	15,000	
Act August 2, 1882	6,000	
Act July 5, 1884	20,000	
Total		111,000 00
Upper Columbia River, including Snake River:		
Act August 5, 1886		10,000 00
Total		226,000 00
Amount (estimated) required for completion of existing project		26,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888		26,000 00

Improving the mouth of the Columbia River, Oregon, three hundred thousand dollars.

The mouth of the Columbia is in the collection district of Oregon. The Willamette and Columbia rivers are in the district of Willamette. The nearest port of entry to the mouth is Astoria. The nearest light-houses and works of defense are at the entrance to the river.

Arrivals and clearances of vessels, and commerce at Portland, Oreg., during the year ending June 30, 1886.

	Coastwise.		Foreign ports.				Totals.	
			American vessels.		Foreign vessels.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Arrived in 1885-'86	196	246,389	5	4,243	57	58,73	258	309,385
Cleared in 1885-'86	118	168,061	22	24,672	120	123,930	260	316,663

Commerce.

	Exports.	Imports.	Duties collected.
1885-'86	$5,734,985 33	$382,895 00	$209,607 15

Columbia River wheat fleets.

Years.	British.	American.	All others.	Total cleared.	Total tonnage.
1875-'76	48	9	2	59	00,556
1876-'77	53	9	7	69	57,157
1877-'78	62	10	4	76	74,429
1878-'79	49	13	1	63	65,301
1879-'80	67	8	6	81	73,359
1880-'81	71	15	3	89	79,038
1881-'82	102	16	5	123	117,291
1882-'83	55	19	6	80	82,601
1883-'84	74	18	2	94	98,687
1884-'85	91	19	4	114	113,639
1885-'86	126	11	4	141	153,300

Coal fleet arriving at Portland, Oreg., during the year ending June 30, 1886.

Months.	Domestic.		Foreign.		Totals.	
	Cargoes.	Tons.	Cargoes.	Tons.	Cargoes.	Tons.
July	1	2,414	.....	.....	1	2,414
August	3	4,458	1	738	4	5,196
September	2	3,912	3	1,738	5	5,650
October	2	4,290	5	4,518	7	8,808
November	3	3,814	6	6,907	9	10,721
December	1	1,570	4	3,800	5	5,370
January	1	2,070	1	900	2	2,970
February	1	2,150	4	3,284	5	5,434
April	1	390	7	4,860	8	5,250
May	1	310	2	1,250	3	1,560
June	1	2,220	4	2,715	5	4,935
Total	17	27,598	37	30,710	54	58,308

Arrivals and clearances of vessels, and commerce, at Astoria, Oreg., during the year ending June 30, 1886.

	Coastwise.		Foreign ports.				Totals.	
			American vessels.		Foreign vessels.			
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Arrived in 1885-'86	208	287,034	9	8,796	58	59,222	275	355,052
Cleared in 1885-'86	192	271,495	15	18,703	47	58,180	254	348,378

Commerce.

Year.	Exports.	Imports.	Duties collected.
1885-'86	$1,320,698 00	$170,672 00	$54,691 54

List of steamboats plying on Upper Willamette, Lower Willamette and Columbia, Upper Columbia, and Snake rivers, Oregon and Washington Territories.

Name.	Tonnage.	Name.	Tonnage.	Name.	Tonnage.
Upper Willamette River.		*Lower Willamette and Columbia rivers.*		*Middle and Upper Columbia River.*	
Salem	240	Governor Newell	134	Bonita	377
City of Salem	423	General Canby	44	Dixie Thompson	297
Calliope	93	Joseph Kellogg	272	Hassalo	350
Champion	502	Lucea Mason	140	Harvest Queen	697
Clara Parker	195	Lurline	338	Fred Billings	383
Fleetwood	68	Manzanilla	130	Kootenai	268
Latona	75	Multnomah	278	Total	2,372
Little Annie	72	R. R. Thompson	912	*Snake River.*	
Mountaineer	47	S. G. Reed	607	D. S. Baker	566
Western Queen	75	Telephone	334	Almota	395
Three Sisters	296	Toledo	207	John Gates	550
Wonder	225	Traveler	145	Spokane	250
Alliance	140	Wide West	929	Annie Faxon	565
Pioneer	80	Olympian	1,083	Total	2,326
Bonanza	468	Tacoma	1,312	Grand total	19,296
Occident	430	Alice	334		
Orient	430	E. N. Cook	299		
Willamette Chief	524	Ocklahama	394		
S. F. Church	394	Beda	209		
Total	4,777	Walla Walla	1,239		
		Mountain Queen	511		
		Total	9,821		

Statement of exports from Portland, Oreg., during the year ending June 30, 1866.

Articles.	Quantity.	Value.
Foreign.		
Wheat.....bushel..	6,451,900	$4,862,455 00
Flour .....barrels..	330,820	1,256,219 00
Salmon .....pounds..	8,000,528	686,419 00
Lumber .....feet..	9,485,000	117,485 00
Other articles.....	....	133,105 33
Total value.....	.....	7,055,683 33
Domestic.		
Wheat..... bushels..	2,315,428	1,650,785 00
Flour .....barrels..	188,010	691,263 00
Salmon .....pounds..	18,123,520	1,551,209 00
Lumber .....feet..	25,482,000	284,930 00
Wool .....pounds..	12,246,472	1,898,365 00
Woolens .....cases..	863	172,600 00
Mill-stuff.....sacks..	230,307	138,492 00
Flaxseed.....do....	63,524	191,658 00
Hides.....pounds..	2,208,260	171,755 00
Hops.....do....	4,847,991	343,340 00
Barrelstock..packages..	10,488	20,864 00
Potatoes.....bushels..	219,454	61,925 00
Oats .....do....	1,391,553	434,781 00
Barley .....do....	284,170	147,410 00
Leather.....pounds..	206,641	35,330 00
Tallow.....do....	354,670	16,938 00
Domestic—Continued.		
Butter..... packages..	2,802	$22,764 00
Eggs.....do....	5,021	35,530 00
Provisions .....do....	5,674	87,041 00
Iron.....tons..	1,750	42,400 00
Laths .....bundles..	55,600	11,122 00
Shingles .....bunches..	9,500	215 00
Green fruit.....boxes..	37,467	26,155 00
Copper ore.....sacks..	3,205	8,410 00
Onions.....bushels..	11,948	6,515 00
Furs .....pounds..	23,924	24,825 00
Merchandise, unspecified .....pounds..	6,340,000	124,250 00
Rice..... sacks..	3,106	6,965 00
Salt..... do....	5,015	2,400 00
Stoves.....number..	1,377	27,365 00
Teasels .....cases..	39	30,000 00
Dried fruit .packages..	7,866	40,850 00
Other articles	.....	1,435,329 00
Total value	.....	9,752,781 00
Foreign	.....	7,055,683 33
Domestic.....	.....	9,752,781 00
		16,808,464 33

Imports from all sources during the year ending June 30, 1886.

Articles.	Quantity.
Agricultural implements.....car-loads..	264
Do ..... packages..	5,663
Bags and bagging .....do....	15,207
Books and stationery.....do....	21,374
Boots and shoes ..... cases..	34,162
Building material.....barrels..	6,816
Do .....packages..	3,699
Hardware ..... do....	177,043
Paints, oils, and glass.....car-loads..	15
Do ..... packages..	160,086
Stoves and tinware.....car-loads..	42
Do ..... packages..	8,576
Railroad material:	
Rails, iron ... .number..	4,507
Rails, steel.....do....	4,128
Spikes .....kegs..	579
Bolts.....cases..	1,197
Fishplates..... .....bundles..	1,602
Unspecified .....packages..	2,718
Wagons and wagon materials:	
Wagons .....car-loads..	234
Wagons ..... number..	740
Material..... .....car-loads..	15
Material.....packages..	40,144
Groceries and provisions.....do....	666,914
Wines, liquors, and spirits.....do....	40,402
Powder and shot:	
Powder.....car-loads..	2
Powder .....kegs..	9,177
Firearms .....cases..	361
Ammunition .....packages..	12,796
Giant powder.....cases..	7,012
Iron, steel, copper, lead, and coal:	
Iron.....bars..	45,534
Iron .....pig..	353
Iron .....car-loads..	1
Iron .....sheet..	6,074
Iron.....pipes..	13,797
Iron.....packages..	16,636
Steel .....bars..	1,063
Steel .....packages..	2,071
Tin.....ternes..	1,225
Tin .....boxes..	60,642
Tin ..... rolls..	3
Tin .....pigs..	4,448
Copper.....sheets..	49
Copper.....packages..	151
Lead .....pigs..	3,130
Lead .....packages..	370
Coke .....barrels..	40
Coal .....do....	6,301
Coal.....tons..	57,618
General merchandise .....car-loads..	41
Do .....packages..	235,269
Miscellaneous .....car-loads..	239
Do .....tons..	66
Do .....packages..	75,898

Receipts of produce at Portland, Oreg., during the year ending June 30, 1886.

Articles.		Valley.*	Eastern.†	Total
Wheat	pounds	143,035,900	471,262,100	614,298,000
Flour	do	41,752,400	27,223,400	68,975,800
Oats	do	45,441,000	1,815,600	47,256,600
Barley	do	3,806,800	10,358,900	14,165,700
Bran	do	30,279,600	48,080,200	78,359,800
Mill-stuff	do	50,364,700	3,226,200	53,590,900
Potatoes	bushels	122,282	12	122,294
Hay	bales	221	.....	221
Wool	pounds	2,307,953	11,424,182	13,732,135
Hides	do	706,504	889,667	1,596,171
Butter	packages	3,300	181	3,481
Eggs	do	23,246	89	23,335
Fruit	do	89,083	278	89,361
Lime	barrels	24,316	.....	24,316
Flaxseed	sacks	.....	63,972	63,972
Hops	pounds	4,063,233	2,700	4,065,933

* Willamette Valley. †Country tributary to Upper Columbia and Snake rivers.

Statement of traffic through the Willamette locks during year ending June 30, 1886.

Description.		Quantity.
Freight down	pounds	50,480,000
Freight up	do	4,734,000
Lumber down	B. M. feet	276,345
Passengers down	number	3,798
Passengers up	do	3,540

The project of this improvement is to build a low-tide jetty, about 4½ miles long, from near Fort Stevens, on the south cape, by a slightly convex curve on the north, to a point about 3 miles south of Cape Disappointment (some latitude in the length of the jetty is permitted); also for an increase of contraction, by raising it or by building a short work on Peacock Spit. A certain construction of stone and beton blocks resting on a foundation course is required, on an estimate of cost, without contingencies, of $3,710,000. Stone is to form the great mass of the structure, but the use of wood as mattresses or piling is recommended wherever practicable and economical. A channel depth of 30 feet at low water is intended.

The amount appropriated since the adoption of the project is $287,500; the amount expended thereon is $97,992.09.

The jetty proper was begun at the commencement of the year under the appropriation of the act of July 5, 1884. Previously, or soon afterwards, preliminary work had been executed, contracts for material made, accessory structures built, and plant obtained, as detailed in the last report, and for the method of work described therein. The jetty was started at ordinary highest tide-line, or at 30+50 of the tramway stations. It consists of a brush-mattress and stone ballast, and was built seaward for 1,020 feet to the end of October, when operations were closed. The jetty tramway was extended 90 feet farther. The intervals of the piling in the outer rows and at the end of this extension were closed by other piles, driven at about 1-foot intervals and waled together in each bent to protect the tramway piles of this part from drift, and to see if such an obstruction would cause the sand to bank. A spur was built up-stream from the land end of jetty, 115 feet long, for shore protection; a brush and stone revetment, 50 feet long, was placed in front of the junction of the shore tramway and pile-driver side track; three short wings of single-row piling, at 50 feet distance between the wings, were placed on the exposed side of the jetty, near the land end, to break the surf rolling along that side.

The jetty mat of full width is from 36 to 45 feet wide, and for about the first 600 feet as one course. And thereafter two courses, each course being 1 foot thick. A trial bottom mat of beach drift was not as satisfactory as of brush fascines. Brush was cut on the reservation; 5,252 short tons of hard basalt, in pieces averaging 1,500 pounds weight, delivered by contract on barges at the landing, were dumped in the jetty. Part of the pieces broke in striking others after the high fall, leaving the average weight of pieces placed about 1,000 pounds.

The jetty may appear unduly strong for the shore part, but is not, as even here the changes are sudden and the sea heavy. The tramway is substantial. It consists of

2 tracks of 30-pound rails, on stringers of 10 by 14 inches, bolted to 10 by 12 inches by 21 feet caps; these are bolted to large fir piles, 4 in a bent, and driven about 18 feet. The tramway rises from station 18 on a grade of 0.2 per cent. for a level of 24 feet above mean lower low water. The jetty is built around the piling.

The general effect of the jetty work has been to make the sands fill against the south side, and to move seaward, as expected, the shore-lines on that side. On the right of the jetty the high-water line has receded landward and the low-water line advanced. This is not caused by current erosion, but by surf, as effected by the jetty. Within a month after the southerly storms began the high-water lines on the two sides of the jetty were separated about 500 feet.

The amount estimated for next year, $1,200,000, is for building nearly 3 miles of jetty by permitting advantagous contracts for material, and for placing the foundation course and part covering in advance where depths of water permit, following this by working from land.

The improvement is important and of magnitude. The Columbia River commerce requires for its capable development a deepening and stability of the entrance channel.

The jetty is in good condition. The stone was dumped somewhat in ridges, and the greater part on the north side. Seas have flattened the dump and compacted it, making the work about 50 feet wide and generally leaving the surface sloping a little from the south to the north side.

Amount (estimated) required for completion of existing project	$3,422,500 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	1,200,000 00

Improving Lower Willamette River, and Columbia River below Portland, Oregon: Continuing improvement, eighty thousand dollars; of which five thousand dollars is to be used on the river in front of Portland.

This river has its source in Southern Oregon, and flows north through a very fertile valley, emptying into the Columbia River about 12 miles below the city of Portland, which city has a population of about 40,000 inhabitants.

This is in the collection districts of Willamette and Oregon. The nearest ports of entry are Portland and Astoria, Oreg. The nearest light-houses and works of defense are at the entrance to the Columbia River.

For commercial statistics see report on improvement of the mouth of the Columbia River.

This work covers the Columbia River from its mouth to the mouth of the Willamette, and the Willamette from its mouth to the city of Portland, Oreg., the whole distance being 100 miles. The project provides for a ship-channel of 20 feet at low water, to be effected by contraction works and shore-protection works at four bars between Portland and Columbia City, by temporary improvement by dredging at these bars during the construction of the permanent works, by temporary improvement at three bars below Columbia City, and by snagging operations.

The mean tide at Portland on a low-river stage is about 2 feet, and at Astoria 7.5 above plane of reference of soundings.

This project now keeps the river about equal in navigability to the Columbia River bar, and enables the average ships of the world to come inland 100 miles towards the products of the country. As the deep-water sea-going ship is the cheapest known means of transportation, it at once becomes evident what an important factor this improvement must be in the prosperity of the region whose products find an outlet by means of it. In fact, the commercial statistics submitted reveal an extraordinary preponderance of foreign exports over imports as a result of it that is very rapidly contributing to the wealth and prosperity of the country. Herein lies the secret of the location of Portland.

The deep-water ship has broken through the coast line and gone 100 miles into the interior towards a great commercial commodity.

The work done during the fiscal year has been as follows:

July, 1885.—Care of property and plant.

August, 1885.—Examinations made of contraction and shore-protection works and drift removed from those in Willamette River. Bars from Portland to Columbia City sounded with following results:

Swan Island Bar for a length of 200 feet and opposite the dry-dock, 18 feet; remainder of channel, about 19 feet.

Upper Post-Office Bar, 17 feet, with soft bottom. Lower Post-Office Bar, 18 feet.

Willamette, good 20 feet in straight line about 150 feet distant from salient revetment.

Saint Helen's Crossing, 16 feet.

Columbia City Crossing, no change since survey of May.

Saint Helen's Bar, 18.5 feet. The bar was sluiced out by steamship Walla Walla, with funds contributed by Oregon Railway and Navigation Company and Portland Board of Trade, to a depth of 20 feet at zero.

September, 1885.—Nothing done except care of plant.

October, 1885.—Survey of Saint Helen's Bar, and map partly plotted on a scale of $\frac{1}{2400}$. Section 2,000 feet long and 14 feet wide above the Sauvie's Island shore protection, Willamette River, planted with shoots (willow).

Survey made on East Portland water front to define wharf-lines.

Steamship Walla Walla sluiced at Martin's and Walker's Island bars, but it is believed without any considerable improvement in the channel.

November, 1885.—Willow plantations above shore-protection works of Sauvie's Island completed. Additional ballasting on Saint Helen's Dike. Map of Saint Helen's Bar, scale $\frac{1}{2400}$, completed.

December, 1885.—Ballasting Saint Helen's Dike continued, and 2,000 cubic yards stone and 292 cords brush in fascines were placed during the season.

January, 1886.—Minor repairs made to tug Lincoln, care and protection of plant.

February, 1886.—Care and protection of plant.

March, 1886.—Examinations made of Saint Helen's Dike, and soundings were made at adjacent lower crossing. Some drift released from dike.

April, May, June, 1886.—Nothing done except care and protection of property and plant.

During the month of August, 1885, the bar at Saint Helen's having filled up at the preceding high-water stage, and there being no funds on hand for work on the river, the Board of Trade of the city of Portland, in conjuntion with the Oregon Railway and Navigation Company, raised the sum of $8,000, with which sum the screw steamship Walla Walla was employed for the purpose of sluicing out this bar. The work was very successfully performed in a few days' time. The city of Portland also expended the sum of $6,021.88 upon the dredging of Swan Island Bar, making in all the sum of $14,021.88 spent upon the project by the citizens of the locality.

It is proposed with the sum asked for to complete the project for permanent works.

Total amount appropriated to date	$680,365 00
Amount (estimated) required for completion of existing project, including temporary work and maintenance one year	332,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	332,000 00

Improving the Upper Willamette River above Portland, Oregon: Continuing improvement, seven thousand five hundred dollars.

Commercial statistics show that the valley is one of extraordinary extent and productiveness.

The following statement shows the population, value of property, and principal productions of the valley of the Upper Willamette River for the year 1885:

Population		63,877
Land	acres	2,492,631
Land under cultivation	do	605,491
Whole assessed value of land		$20,123,657
Whole assessed value of property		$42,178,976
Wheat	bushels	5,373,387
Oats	do	4,314,871
Potatoes	do	1,291,228
Apples	do	1,288,917
Butter and cheese	pounds	1,283,013
Hops	do	2,578,404
Wool	do	877,433
Lumber	feet	47,582,000
Tobacco	pounds	11,000

Portland and Multnomah counties are omitted from the foregoing. For additional commercial statistics see report on improvement of the mouth of the Columbia River.

This river is fed from the western slopes of the Cascades Mountains and the eastern slopes of the coast range. It flows through an extensive valley, of extraordinary fertility, lying nearly north and south along the shores of the Pacific Ocean, with only the low coast range intervening.

The water-shed of the river comprises 9,500 square miles.

At Oregon City the river makes a vertical fall, which is turned by a system of locks built by the State and a private corporation. Above the falls the low-water river is very shallow, affording ruling depths on a few bars of about 20 inches, but below there is quite a change in the river's regimen. As far down as Portland there is abundant depth at all seasons for ordinary river craft. At and below Portland it affords navigation for the average sea-going ships of the world.

The object of the improvement is to secure a light-draught navigation as far up as Eugene City, Oreg., inclusive of 12 miles of tributaries, and aggregate distance of 184 miles.

The plan consists of snagging, bar scraping, wing-dam construction, and rock blasting. The present project was adopted in 1878. Estimated cost was $80,000, exclusive of about $12,000 per year for maintenance. Total amount appropriated to date for this project, $84,000. Amount expended thereon to date, $73,984.52. The beginning of the fiscal year found the snag-boat at work on the river, where she was continued at work removing snags and building wing-dams until the funds were exhausted. During this season's work she built 200 feet of wing-dams and removed 1,192 snags.

Total amount appropriated for this work to date	$155,500 00
Amount (estimated) required for completion of existing project	29,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	29,000 00

Improving Coquille River, Oregon: Continuing improvement, twelve thousand five hundred dollars.

The mouth of the Coquille River is in the collection district of Southern Oregon. Empire City, on Coos Bay, is the port of entry. The nearest light-house is on Cape Arago, 12 miles northward.

Commercial statistics, 1886.

Value of imports, domestic		$48,000 00
Value of exports, domestic		$119,000 00
Coastwise entrances, number, 28 / Coastwise clearances, number, 27	registered tonnage	5,215.48
New vessels, number, 1	do	114.57
New vessels licensed, number 1	do	17.96
Imports:		
General merchandise	tons	1,046
Exports:		
Salmon	barrels	1,136
Tin, block	tons	5
Butter	do	9
Household goods	do	15
Lumber	feet	3,157,000
Pork, pickled	pounds	3,000
Hides, salted and dried	do	6,500

The principal industry of the valley is lumbering; the timber is a good quality of fir, white cedar, and myrtle. A fleet of schooners carries the product to San Francisco, and brings back supplies. There is some vessel-building on the river. The upper part of the valley is agricultural. The dairy and grazing region, half-way south of Port Orford, finds an outletrat the mouth of the Coquille. Coasters ascend to Coquille City, 28 miles, and the river is navigated by light-draught boats 12 miles further.

The project is for a channel through the north cape of the entrance 10 feet deep at mean lower low water, by a half-tide jetty or deflecting dike about 3,400 feet long built from the left bank, directed about magnetic west and passing 800 feet south of the Rackliff Rock. The mean rise of tide above the reference plane is 4 feet. The original estimate of cost is $164,200. The amount expended on the project is $27,869.41.

No jetty work was conducted during the year from lack of funds. Operations were last closed in April, 1885, when the property was stored. The part built is 1,523 feet long. It was pushed out as far as practicable, and some perishable material used, on account of an urgency for channel improvement, to the temporary prejudice of the profile of full strength.

The former channel was long, tortuous, shoal, and rendered extremely dangerous by numerous rocks. The channel projected by the improvement was opened three years ago, or two years after the jetty was begun; it has since been maintained with [illegible] variation in position and depth. The channel is short, direct, free from

dangerous rocks, and 10.5 feet mean high-tide depth, or about double the former depth.

The satisfactory improvement effected at the mouth of the Coquille River has been of marked benefit to the traffic of the tributary country by reducing vessel insurance rates and freight charges. The rates from San Francisco, the trading port for the valley, were, on account of the shoalness and risks of the former channel, about $10 per ton; they have been reduced gradually, until the last year they were $2.50 to $4 per ton, according to class of freight.

The jetty should be made permanent by heavy ballast and riprap and extended to the projected end; a short work on the north side is also needed; the amount estimated for next year is for application to these ends.

Appropriations.

Act July 14, 1880	$10,000
Act August 2, 1882	10,000
Act July 5, 1884	10,000
Act August 5, 1886	20,000
Total	50,000
Amount (estimated) required for completion of existing project	114,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	75,000

Improving Umpqua River, Oregon: Continuing improvement, five thousand dollars.

Umpqua River is in the collection district of Southern Oregon. Empire City, on Coos Bay, is the nearest port of entry. The nearest light-house is at Cape Arago, entrance to Coos Bay.

No commercial statistics for 1886 obtainable.

The project of this work is to apply the balance of the appropriation of the act of March 3, 1871, in rock removal at five reefs near and below Scottsburg for a channel 3 feet deep at low water by 50 feet wide, with a view to aid small screw-vessel navigation from Scottsburg down stream.

The principal object for improving the river below Scottsburg is to obviate delays to the mail boat. The boat is now obliged to wait for the tide for crossing a few shoal places.

Upon approval of the project a channel was selected from a careful examination of the reefs and the work marked out, A steam hoisting-engine and some appliances of the Coos Bay improvement were sent to the Umpqua, a steam-drill and supplies were purchased, a scow hired, and operations commenced in September. Four hundred and ninety-seven 2-inch holes from 1.5 feet to 3.5 feet deep were drilled in the reefs and in a rock shoal next below the down-stream reef, No. 1. These holes, except about 96 in Reef No. 5, which were plugged, were charged and fired. Some surface blasting of bowlders and large pieces was also done. Winter rains having set in, and a freshet commencing in November, the cleaning up of the channels and further blasting were postponed until summer.

Stout saplings, as marks, in a row on each side of the blasted rock, were fastened in drill-holes; a gauge was set at the Scottsburg landing, and referred to bench-marks; and the bars below the rock-reefs examined at the time of suspension of work or previously.

The removal of the blasted rock was commenced in the early part of the present month and will be completed in August.

The amount expended on this work was $4,000, from an appropriation of $22,500 made in 1871, the balance of which was turned into the Treasury of the United States.

Amount (estimated) required for completion of existing project	1,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888	1,000 00

Improving Chehalis River, Washington Territory: Continuing improvement, two thousand dollars.

The Chehalis River is in the collection district of Puget Sound. Port Townsend is the nearest port of entry. The amount of revenue collected there for the year ending June 30, 1886, is $79,263.82. The nearest light-house is on Toke Point, at the entrance

to Shoalwater Bay, 16 miles south of the entrance to Gray's Harbor, into which the Chehalis empties.

Immigration and capital have been largely directed to the Chehalis and Gray's Harbor country. Lumbering at the mouth of the river and on the harbor and farming along the river are the principal industries.

The project consists in annual snagging operations below Claquato, 82 miles from the river's mouth, at an estimated cost of $5,000. The total appropriation since adoption of this plan in 1882 is $8,000. The amount expended thereon is $5,152.35.

From the lack of funds no operations were conducted during the year except the care of property and the river examination of July, 1885, which was reported upon in the report of that year. Previously work had been applied to open three drift-jams near the Chehalis Indian Reservation to make the river navigable down-stream, except at extreme low stage, from the stations Chehalis and Centralia, on the Northern Pacific Railroad from the Columbia River to Puget Sound.

From Chehalis to Claquato, some 10 miles, the river is comparatively free of snags, but is only deep enough for navigation when the water is up. Montesano, 12 miles from the mouth, on Gray's Harbor, is the head of coasting navigation. Eighteen feet at high tide can be carried to this point. The head of tide is at Elma, about 16 miles above Montesano. Between these points the river is considerably obstructed by snags, and from Elma to Centralia it is practically blocked.

On account of previous partial work and the accumulation of drift during a long suspension of operations, the estimate for next year is about double the annual amount contemplated in the improvement project.

Amount (estimated) required for continuing existing project $8,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1888 8,000 00

Improving Cowlitz River, Washington Territory: Continuing improvement, two thousand dollars.

The Cowlitz River is partly in the collection district of Oregon and partly in that of Puget Sound, Wash. The nearest port of entry is Portland, district of Wilamette. The nearest light-houses and works of defense are at the entrance to the Columbia River.

Commercial statistics.

Years.	General merchandise.	Hay.	Shingles.	Coal.	Lumber.	Logs.	Live stock.	Passengers.
	Tons.	*Tons.*	*Bunches.*	*Tons.*	*Feet, B. M.*	*Feet, B. M.*		
1878	2,947	894	20,705	.....	776,120	(*)	3,020	8,439
1879	3,145	1,249	24,413	.....	1,196,281	(*)	4,178	9,240
1880	3,588	1,189	25,795	.....	1,257,500	(*)	5,725	10,472
1881	3,805	1,038	38,770	.....	1,358,640	(*)	5,502	11,155
1882†	10,285	(‡)	21,340	.....	1,658,000	13,399,296	5,864	11,632
1883	12,436	4,114	32,509	.....	1,498,083	(*)	5,586	21,227
1884	4,285	2,575	28,525	.....	850,094	12,000,000	3,312	12,000
1885	6,383	3,307	51,286	.....	1,802,517	(*)	4,317	12,835
1886	7,180	3,640	61,543	300	2,072,894	13,100,000	4,900	11,552

* Figures not given.
† Amounts for 1882 include Columbia River Traffic between Portland and mouth of Cowlitz River.
‡ Included in general merchandise.

The plan of improvement of this river consists in wing-dam construction, bar scraping, and snagging operations, to secure light-draught navigation up to Toledo, a little more than 30 miles above the mouth.

The original estimated cost of this work is $3,000 for the first year, and an annual expenditure thereafter of $2,000 for maintenance.

The work of improvement on this river has made a commercial development very large in proportion to the sum expended, and I am of the opinion that operations should be extended to Klikitat Bridge, about 20 miles farther up above Toledo; and also to include shore protection wherever it may become necessary. The estimate submitted has this extension in view.

The amount expended to the end of the fiscal year is $6,000.

Total amount appropriated for this work to date $8,000 00
[illegible] (estimated) required for completion of existing project 3,000 00
[illegible]at can be profitably expended in fiscal year ending June 30, 1888 6,000 00

Improving Skagit, Steilaquamish, Nootsack, Snohomish, and Snoqualmie Rivers, Washington Territory: Continuing improvement, ten thousand dollars.

The rivers are in the collection district of Puget Sound. The nearest port of entry is at Port Townsend, Wash. The nearest light-houses are on Puget Sound.

Commercial statistics, 1886.

Amount of revenue collected		$79,263 82
Value of imports		$660,729 00
Value of exports		$2,121,343 00
Coastwise clearances, number, 64, registered tonnage	cargo	54,624.00
	ballast	1,111.00
Coastwise entrances, number, 121, registered tonnage	cargo	38,391.00
	ballast	75,026.00
Foreign clearances, number, 869, registered tonnage	cargo	343,361.00
	ballast	126,096.00
Foreign entrances, number, 800, registered tonnage	cargo	139,866.00
	ballast	281,256.00
New vessels, number, 13, registered tonnage		1,275.12

The project consists in annual snagging and moderate bar-scraping by a regularly equipped snag-boat for light-draught navigation on an aggregate length of river of about 250 miles, at an originally estimated cost of $25,000 as the first cost of the boat and $10,000 annually thereafter for her operation. The amount appropriated on this project is $40,000, and the amount expended thereon is $29,984.39.

Under the present project partial work has been done on four of the rivers covered by the project. On account of this want of completeness and the accumulation of obstructions during a year and a half of suspension of work, next year's estimate for operating expenses is double the annual amount expected by the estimate at the adoption of the project.

The aggregate length of these rivers on which navigation can be readily improved and extended is about 250 miles. The lower parts of the valleys are adapted to agriculture; in the upper portions are tracts of fine timber and reported veins of coal and iron.

Present industries are logging and farming. Grain, vegetables, hay, and dairy products are exported by river steamers to Seattle and other towns on Puget Sound.

The sections tributary to the rivers are growing in population and business.

Appropriations.

Act June 14, 1880, Skagit River	$2,500
Act August 2, 1882, Skagit, Steilaquamish, Nootsack, Snohomish, and Snoqualmie rivers	20,000
Act July 5, 1884	10,000
Act August 5, 1886	10,000
Total	42,500
Amount (estimated) required for continuing existing project	29,000
Amount that can be profitably expended in fiscal year ending June 30, 1888	29,000

For continuing operations upon the reservoirs at the headwaters of the Mississippi River, twenty thousand dollars; to be expended in care and maintenance of dams built, increasing the lift of the Pokegama Reservoir, in survey of Sandy Lake and River, and in securing the title, for reservoir purposes, to the low lands below the Pokegama Reservoir.

RESERVOIRS AT HEADWATERS OF MISSISSIPPI RIVER.

The object of the reservoirs is to collect surplus water, principally from the precipitation of winter, spring, and early summer, to be systematically released so as to benefit navigation upon the reaches of the several streams below the dams, and also that of the Mississippi below Saint Paul. Alleviation of floods in localities n[illegible]

proposed reservoirs expected to obtain to some extent, but control of extended floods or freshets covering long reaches not expected.

In order that navigation may be benefited upon the Mississippi above the mouth of the Saint Croix, upon the Saint Croix, the Chippewa, and the navigable reaches of the Wisconsin, the system of dams proposed for each must be carried out, and no benefit of consequence to the Mississippi below Lake Pepin can be predicted unless the entire system be built.

The capacities of and supply to the proposed reservoirs are discussed in the several reports upon the reservoir surveys of January 15, 1879, December 12, 1879, January 15, 1880, and January 16, 1881.

Appendix X, Part II, pages 1457–1459, Report of the Chief of Engineers, 1883, contains a résumé of hydrological observations and conclusions based thereon.

The project for this work may be said to have been adopted in 1880, following an appropriation by Congress for the work by act approved June 14, 1880.

The system as originally reported upon comprises 41 reservoir dams in Minnesota and Wisconsin, at an estimated first cost (omitting that of land, &c., damages) of $1,809,083.

During the past fiscal year the construction of the dam on Pine River at the outlet of Cross Lake, Minnesota, progressed, and by the close of the year it was almost entirely completed. It will probably be all finished by the latter part of August next. This is 17 feet high, and is described as follows:

The dam is 1,500 feet long. Of this length 235 feet are of crib-work filled with rock. The crib-work is 26 feet wide, rests on a pile foundation, and is provided with 14 sluices, viz, 13 sluices 4 by 4 feet in the clear, and one log sluice 10 feet in width. The piles are driven to a firm bearing and capped with 10 by 10 inch and 12 by 12 inch timbers. On these caps is laid the main apron, which is also the floor of the sluices. This flooring is of two layers of plank, one 8-inch and one 4-inch layer. In the foundation are six rows of sheet-piling, five of 6-inch and one of 8-inch thickness, the 8-inch row, the principal one, being driven to a depth of 14 feet below the caps. Between the 8-inch row and one of the 6-inch rows of sheet-piling is a trench filled with puddled clay, capped with a layer of concrete. Between the timber caps and under the flooring the space is filled with injected cement mortar.

The length of the embankment and dikes is 1,265 feet, the embankment having a diaphragm of plank, on either side of which is a puddled core. The embankment slopes are 1 on 3, and revetted with sods and broken bowlders. The wings of the dam are of strong crib-work filled with stone. The hoisting machinery for raising the sluice-gates is a worm gearing of the same style as that used for the Winnibigoshish and Pokegama dams. A dike of 167 feet in length and 13 feet in height, crossing a depression between White Fish Lake, a part of the Pine River Reservoir, and the valley of Pelican Brook, is about completed.

The capacity of this reservoir is 7,000,000,000 cubic feet. The materials for construction were, as in the case of the dams already built, mostly obtained in the country adjoining the dam.

During the year the discharge of water from the completed reservoirs was continuous, varying according to the needs of the river and so far as the partially completed system would furnish water. By the 10th of August last, the stage of water at Saint Paul being low and gradually lowering, the discharge from the reservoirs was increased from 1,000 cubic feet per second to 2,270 feet by the 15th, and then gradually to 3,200 cubic feet, which point was reached in September. It was then gradually reduced to 2,600 feet by October 20 and 2,000 feet October 31. November 12, navigation having closed for the season, the discharge was reduced to 800 cubic feet; a volume in excess of the natural flow of water from the basin above Grand Rapids after freezing weather sets in. The maximum effect of this liberation of water upon the river below the group of reservoirs was to raise the water surface at Grand Rapids gauge from 1 foot 1 inch to 6 feet 4 inches, and at the Aitkin gauge, 165 miles below Grand Rapids, from a stage of 1 foot 7 inches to 4 feet 7 inches, and the effect upon the river from Saint Paul to Hastings was undoubtedly to add from 1 foot to 1 foot 6 inches to the depth for a period of seventy days. The details of this discharge of water are given in a report to the Chief of Engineers dated December 18, 1885, which is here respectfully referred to.

Improving Mississippi River between Aitken and Grand Rapids: Continuing improvement, seven thousand five hundred dollars.

This work is in the collection district of Minnesota. The nearest port of entry is Duluth, Minn., at which place the revenue collected during the year ending December 31, 1885, amounted to $4,586.37.

COMMERCIAL STATISTICS, 1885.

Steamboat navigation, 1885, between Aitken and Grand Rapids, Minn.

There were two steamboats engaged in the carrying trade during 1885. Navigation opened in April and closed in November. One steamboat made thirty-three round trips and the other twenty-six round trips. Amount of freight carried is stated at 5,000,000 pounds. Character of freight, groceries, feed, machinery, tools, live stock, lumber, &c. Passengers carried, 2,400.

RUNNING OF LOGS, 1885.

The logs run during 1885 between Minneapolis and Saint Cloud amounted to 294,332,000 feet, B. M., valued at $2,354,656. The logs run on the river above Saint Cloud amounted to 23,661,000 feet, B. M., valued at $189,288.

Comparative statement of the steamboat business on the Mississippi River above Aitken, Minn., and of the logs run on the river above the Falls of Saint Anthony, for a period of four years.

Year.	Steamboats.	Freight carried.	Passengers carried.	Logs run.
	Number.	*Pounds.*	*Number.*	*Feet, B. M.*
1885	2	5,000,000	2,400	317,983,000
1884	2	16,000,000	1,346	367,000,000
1883	2	2,800,000	1,100	420,000,000
1882	2	3,026,000	1,764	285,000,000

Comparative statement of lumber, shingles, and lath manufactured on the Mississippi River, above the Falls of Saint Anthony, for a period of four years.

Year.	Lumber.	Shingles.	Lath.
	Feet, B. M.	*Number.*	*Number.*
1885	340,020,000	122,534,000	88,012,000
1884	389,970,574	123,487,300	101,087,360
1883	398,178,995	132,202,450	83,193,825
1882	423,009,250	168,844,000	77,898,000

Steamboat navigation having discontinued between the falls and Saint Cloud, a distance of 76 miles, the third appropriation made by Congress, that of $15,000, by act approved June 14, 1880, was applied to the stretch, 165 miles in length, of river between Aitkin and Grand Rapids, which stretch is included within the distance from the rapids to Conradi's Shoals, as have been all subsequent appropriations for improving the river above the Falls of Saint Anthony.

No work towards this improvement was performed during the past fiscal year, there being no funds for the same, the last appropriation for the work having been made by act passed August 2, 1882.

Amount expended on the present project to June 30, 1886, including outstanding liabilities, $34,998.10.

Amount expended on the same during the fiscal year ending June 30, 1886, including outstanding liabilities, $250.

Before work of improvement commenced under the present plan, the stream between Aitken and Grand Rapids was so obstructed by snags, bowlders, and leaning trees that at low, and even high, stages of water, navigation was difficult and sometimes almost impossible for steamers drawing less than 3 feet of water. There is now a general depth in the improved channels of 3 feet at low water, though many masses of gravel and bowlders yet require to be removed in order to afford sufficient width. Snags form more or less every season, and caving bends furnish leaning trees or sweepers. The movement of ice in the spring also causes deposit, more or less, of bowlders in the channels.

The three completed reservoirs at the headwaters of the Mississippi River above Grand Rapids may be relied upon henceforth to provide sufficient depth for the steam-

boats on the river at and above Aitken, but the obstructions, as bowlders, &c., should be removed, as they contract the channel and interfere with the movements of steamers at any stage of water.

The rapid caving of the banks in many places is due to the powerful wheel of the steamer Andy Gibson, which carries passengers, freight, and supplies to the lumbermen's camps and settlements, the steamer being too long, over all, for the narrow widths and sharp bends which occur on this part of the stream.

The sum of $15,000 can be profitably expended during the fiscal year ending June 30, 1888, in continuing the removal of obstructions from the river between Aitken and Grand Rapids, the piece of river to which steamboat navigation above the Falls of Saint Anthony is at present confined.

Appropriations by acts:		
June 14, 1880	$15,000 00	
March 3, 1881	10,000 00	
August 2, 1882	10,000 00	
		$35,000 00
Amount (estimated) required for completion of existing project, viz, improvement between Grand Rapids and Conradi's Shoals		19,127 50
Amount that can be profitably expended in fiscal year ending June 30, 1888		15,000 00

Improving Missouri River from its mouth to Sioux City: Continuing improvement, three hundred thousand dollars.

Improving Missouri River from Sioux City to Fort Benton: Continuing improvement, under the direction of the Secretary of War, fifty thousand dollars.

For removing obstructions in the Missouri River, eleven thousand dollars.

Improving the Ohio River: Contiuning improvement, one hundred and seventy-five thousand dollars.

For operating snag-boat on Upper Mississippi River, ten thousand dollars.

Improving Mississippi River from Saint Paul to Des Moines Rapids: Continuing improvement, one hundred and fifty thousand dollars.

Improving Mississippi River at Des Moines Rapids Canal, under the modified project, fifteen thousand dollars; and the sum of twenty thousand dollars, together with the sums heretofore appropriated for that purpose, to be used in the construction of a pier connecting the outer wall of said canal with the pivot-pier of the bridge at Keokuk, Iowa, in accordance with the report and plans of Captain McKenzie, Corps of Engineers, United States Army, submitted March, eighteen hundred and eighty-two.

Improving Mississippi River from Des Moines Rapids to mouth of Illinois River, including Quincy, Hamburg Bay, Quincy Bay, and the removal of the bar at the mouth of Whipple Creek: Continuing improvement, sixty-six thousand dollars.

Improving Mississippi River from the mouth of the Illinois River to the mouth of the Ohio River, including the completion of the work at Alton, and, at the discretion of the Secretary of War, the protection of [illegible]inois shore opposite the mouth of the Missouri River: Continu[illegible]ovement, one hundred and fifty thousand dollars.

Improving Mississippi River from Head of the Passes to the mouth of the Ohio River: Continuing improvement, one million five hundred thousand dollars.

For examinations and surveys at South Pass, Mississippi River, pursuant to the act of March third, eighteen hundred and seventy-five, ten thousand dollars.

For survey of the Mississippi River from the Head of the Passes to its headwaters: Continuing survey, twenty-five thousand dollars.

For gauging the waters of the Lower Mississippi River and its tributaries, as provided for in joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.

For continuing the removal of snags, wrecks, and other obstructions in the Mississippi River, thirty five thousand dollars.

The great national importance of the Missouri, Ohio, and Mississippi rivers is so well known that your committee does not deem it necessary to make a detailed report.

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O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1885.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 10093.]

The Committee on Pensions, to whom was referred the bill (H. R. 10093(granting a pension to Elizabeth Glassbrener and Mary Glassbrener, have examined the same, and report:

This bill is to pension the sisters of John George Glassbrener, both of whom have become incapable of supporting themselves. The House report is adopted, and is as follows:

John George Glassbrener, brother of these claimants, enlisted as a private in Company D, Seventeenth Regiment Indiana Volunteers, June 12, 1861, and served his country faithfully until June 2, 1862, when he was stricken with disease, and died in hospital at Corinth, Miss.

Elizabeth and Mary Glassbrener were the dependent sisters of this soldier, depending wholly upon him for support. They are now both feeble in body and mind, well advanced in years, both totally deaf, and dependent upon the charity of strangers who are under no obligation whatever for their maintenance.

Henry Lang testifies that—

"He is acquainted with Elizabeth and Mary Glassbrener; that they are sisters of the deceased soldier; that they came with him from Germany in 1855, and first took up their home in Madison, Ind., where affiant then lived; that he was intimately acquainted with the deceased soldier and these claimants until the time of soldier's enlistment, in 1861; that during all the time he lived in America he was unmarried, lived with and supported his said sisters; that the family record, now in the possession of the affiant, shows that the deceased soldier's father and mother died prior to his coming to America in 1855; that the soldier sent his money home to his sisters from the Army until his death. Since his death Elizabeth and Mary have been entirely dependent upon the charity of strangers. Affiant, who is no relation whatever to them, took and has kept and supported Elizabeth, and for the last sixteen years Mary has resided in the family of Bernard Klier, also a stranger; that affiant is now sixty years of age, and unable longer to support her, and is under no obligation to continue his charity toward said Elizabeth. Affiant further states that when said sisters were quite young they sustained an affliction, whereby they became totally deaf, and they are very weak and feeble, and neither able to earn anything, not even their support; that said sisters have no money or property of any description, but for a long time, to wit, fifteen years prior to his enlistment, they were entirely dependent upon, and were wholly supported by, the said John George Glassbrener, and since his death have been and are still objects of charity."

John G. Lay and George Kitzenger, in their affidavits, corroborate all set forth in the above affidavit. They are intimately acquainted with the claimants, and know them to be dependent upon strangers for their subsistence.

No pension certificate has been used in behalf of any person as a beneficiary of this deceased soldier. Elizabeth and Mary Glassbrener are the only living representatives entitled in equity to receive the same.

From the evidence before your committee we are of the opinion this is a meritorious claim; and that undoubtedly these claimants are entitled to receive that support [illegible] withheld when the soldier died.

Hon. B. HARRISON:

MY DEAR SIR: A friend of mine, Henry Lang, one of our best citizens, requests me to write you in behalf of two old women whose brother died in the Army. Matson writes Mr. Lang that a bill for their relief has passed the House, and advised him to get some person to write you. I have great confidence in Mr. Lang's statement. I am sure he would not on any account make an untrue statement.

I am, very truly, yours,

JOE I. IRWIN.

The bill is reported favorably, with a recommendation that it do pass, with the following amendment: Strike out in the sixth line the words "each of" and insert in same line, after the word "them," the words "and to the survivor."

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1886.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 2319.]

The Committee on Pensions, to whom was referred the bill (H. R. 2319) granting a pension to Mrs. Margaret B. Todd, have examined the same, and report:

This is a bill to pension Margaret B. Todd, widow of Frank G. Todd, a private in Company G, One hundred and eighteenth Regiment Pennsylvania Volunteers. The record testimony shows that he served in this regiment and in the Massachusetts Fifth Artillery from July, 1863, to June, 1864, and that the regimental return for May, 1864, reports him transferred to the Navy. This is all the record testimony that is available; all that apparently is in existence, except that the Fourth Auditor's record credits him with service in the Navy until 1866.

The widow, in her original declaration, claims that he contracted the disease of which he died in 1865 by exposure in the swamps near Port Royal. She cannot give nor procure dates, but says it was in consequence of lying on the damp ground at night, and after he was taken sick that he was taken to the hospital at Port Royal, and that he never recovered.

Joseph Thomas, late surgeon of the organization in which the soldier served, says:

> I have no recollection of the party named, nor do I remember having treated such a person. It is quite likely, however, that I did; but in the absence of any record to specially refresh my memory it is quite impossible to make affidavit to any facts touching his claim. The medical records of the regiment were sent to the Surgeon-General's Department on mustering out of the service, and the lapse of over twenty years has entirely effaced the remembrance of a multitude of minor facts relating to men treated by me in the service.

Neither the Adjutant nor the Surgeon General has any recorded data bearing on the case.

To show the extraordinary straits of this widow in her struggle to prove her claim, the committee quote from a letter written by J. H. Pratt, of Waukau, Iowa, to the Commissioner of Pensions. He says: "Have advertised for officers or comrades without result." By correspondence he learned that there were but about five survivors of Company G, all of whom were seen, but that those alone who could have known the origin of Todd's disability were dead. He is satisfied that the proof required cannot be obtained. He speaks of the worthiness of the widow and of her poverty and need.

John R. White, the captain of Todd's company, testifies that—

Frank G. Todd was in good health when he enlisted and for a long time after, but was sent to the hospital to be treated for disease contracted by reason of exposure. I do not remember the time, but remember the fact of his being disabled, and have no doubt that the disease contracted in the service hastened his death.

Mrs. Todd makes affidavit that Dr. Lindsay, who first treated her husband after his discharge, is dead.

Dr. Barnes, of Waukau, Iowa, swears that he was first called to treat Frank G. Todd March 12, 1871; found him suffering from darting, teasing, lacerating pain in the right temporal region, which I diagnosed neuralgia. The pain was the most excruciating it was ever my lot to witness. Many remedies were tried, but nothing gave relief save the hypodermic injections of morphine, which had to be repeated more or less frequently daily to the date of his death, January 29, 1878, from exhaustion. He was unable to perform any manual labor during the time I treated him.

Dr. Barnes's reputation is good.

James McAllister and Isabella McAllister testify, to their certain knowledge, from almost daily intercourse with Frank G. Todd, that from the time of his discharge down to the year 1871, he was sick and confined to his bed; that he suffered from swamp fever and inflammatory rheumatism; that he was confined to his room for two or three months at a time, and was on these occasions attended by Dr. Lindsay.

The reputation of these witnesses is good.

This is one of those cases in which it is impossible to furnish direct and positive testimony required for its admission by the Pension Office, but in the opinion of the committee the proof is quite sufficient to justify relief by special enactment. The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1887.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT

[To accompany bill S. 3190.]

The Committee on Pensions, to whom was referred the bill (S. 3190) granting a pension to Robert H. Sturgess, have examined the same, and report:

The bill proposes to give Robert H. Sturgess, late lieutenant-colonel Eighth Illinois Infantry Volunteers, a pension according to his rank as lieutenant-colonel.

John M. Phipps, of Evansville, Ind., makes affidavit that he was surgeon of the Eighth Illinois Infantry, and that while acting in that capacity he treated Colonel Sturgess on or about June 6, 1861, for an inflammation of the lungs. He was sent home while still sick. After Colonel Sturgess returned to the command, affiant treated him for obstinate constipation at various times.

Dr. Phipps certifies that he has examined claimant, and finds that he has an inguinal hernia of the left side and also rheumatism.

Dr. Alva C. Bishop, of Butte City, Mont., late captain of Company H, Eighth Illinois Infantry, makes affidavit that he belonged to said company and regiment from its organization in April, 1861, until it was mustered out in 1866; that he was well acquainted with Lieutenant-Colonel Sturgess; that immediately after being mustered in the regiment, was ordered to Cairo, Ill., where it was compelled to camp in the mud several days and nights without shelter of any kind, causing much sickness among officers and men; that early in June, 1861, Sturgess, then first lieutenant of Company H, was taken violently ill of lung fever and was sent home to Vandalia, Ill., in charge of Private Lewis; that although he returned in a few weeks, he was feeble nearly all that year. A few days after the battle of Shiloh, where he commanded the regiment the two days, he was taken very ill again, but would not leave the regiment. He was prescribed for by Assistant Surgeon J. M. Phipps. During the siege of Vicksburg, in 1863, his health was much impaired, in fact, during the whole campaign, but being the only field officer, he would not leave the regiment, and remained constantly on duty. Affiant was personally acquainted with him before the war and never knew him to be sick, and believes that all his present disabilities are traceable to exposure during his service in the Army.

Before entering the Army, Colonel Sturgess had the reputation of being one of the best men physically in his county, but as a result of his exposure in the service he has failed rapidly in the last few years. He is a builder by trade, but is now suffering from hernia and rheumatism'

and is unable to do any work that requires stooping or extra exertion, and suffers from the least exposure.

When the war broke out and the Government called for troops, claimant got out the first call for volunteers in Southern Illinois. He served as first lieutenant, captain, major, and lieutenant-colonel, and was always with his men. Neither the company or regiment ever marched a mile or fired a shot but he was with them. He never shirked a duty, and never received any bounty or anything except his regular pay. Crippled up as he is, he has to work hard, every day that he can get work, to support his large family.

In June, 1861, while lying in camp at Cairo, he had a very severe attack of lung fever, so severe that he was sent home. He returned to duty before being entirely well, and has suffered from the effects ever since. He commanded his regiment as a captain the two days at Shiloh, and commanded it all through the Vicksburg campaign as lieutenant-colonel, all through that long campaign being the only field officer with the regiment, during the summer, fall, and winter, being compelled to be on duty all the time. Finally he became so completely worn out that he sent in his resignation, which was approved by Generals Logan and McPherson.

After his return to the Army, after his sickness, he was a constant sufferer from constipation and has been ever since. This caused his hernia. After returning home he suffered from rheumatism and has ever since, being unable to use his left arm without great pain.

The bill is reported favorably, with a recommendation that it do pass.

C

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1888.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 1246.]

The Committee on Pensions, to whom was referred the bill (S. 1246) for the relief of W. A. Lemaster, have examined the same, and report:

The claimant for whose relief this bill is intended is a son of George Lemaster, who was a soldier in the "old war," and was pensioned for an injury he received while in the service, which disabled him from manual labor. This pension commenced November 6, 1823, and was paid him until 1861, when he was dropped from the roll in consequence of a charge made by two young men, alleging that he had been heard to utter disloyal sentiments. In the proofs submitted to the Pension Office, disproving this stigma, it is affirmed that these young men "had a spite against him," and took this method of revenge. One hundred citizens of Franklin Township, Monroe County, Iowa, neighbors of George Lemaster, declare that the charge was maliciously false. And Judge Townsend, second judicial district, Iowa, certifies that these men comprise about all the voters of the township, and are men of good character and standing. Judge Wilson, of the county court, makes a similar statement. The falsity of the charge was so positively established that the Secretary of the Interior, in January, 1879, ordered the pensioner's name to be restored, and the pension that had accrued from the time he was dropped to be paid. But the old man died in 1873; died heart-broken, with the consciousness that he had been wronged; with the consciousness that he had been deprived in his declining and helpless years of the means that were needful for his comfort and support.

The restoration was for the benefit of his aged widow, and in his order for restoration the Secretary says:

> It is not charged that Lemaster was guilty of any overt act of disloyalty. The evidence upon which his name was dropped from the rolls relates to certain expressions which appear to have been used by him in the heat of political discussion before the war had actually commenced. It appears from the evidence that after the war had commenced he was not in sympathy with the rebellion. In the view of the Department the evidence does not justify the decision under which his name was dropped from the rolls. You will please, therefore, restore his name to the roll and pay to his widow the pension which accrued between the date of the last payment to him and the date of his death.

The widow did not live to be benefited by this long-deferred act of justice. She died a few days before the vouchers were received, at the advanced age of eighty-one years. The Pension Office held that, there

being no children below the age of sixteen, there were no legal heirs to the accumulated pension. It was admitted that reimbursement for expenses of last illness and burial was allowable, but there was no allowance.

Now the person named in this bill comes to Congress and asks that he may be paid the accrued pension between the dates of the dropping and the restoration; and he asks it on the ground that during this interval he supported his father, who was unable to support himself by reason of injury received in the service, and his mother, who was disqualified by age. He bore the expenses of their last illness and defrayed the cost of burial.

In the opinion of the committee it is incumbent upon Congress to pass this bill. The aged soldier was made to suffer a cruel wrong, not only as to his reputation, but in being deprived of the means needful to his comfort; and during this protracted and distressing interval of injustice it became imperative for the son to supply what the Government withheld. A copy of letters testamentary, filed with the committee, show that W. A. Lemaster is the legal representative of his father.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT. No. 1889

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Post-Offices and Post-Roads, submitted the following

REPORT:

[To accompany bill H. R. 1753.]

The Committee on Post-Offices and Post-Roads, to whom was referred the bill (H. R. 1753) for the relief of Mathew H. Fulton, have examined the same, and report:

The report of the House committee briefly but satisfactorily explains the object of this bill. It is adopted, and is as follows:

The proofs in this claim show that on the night of May 9, 1882, the post-office at Bucyrus, Ohio, was broken open by burglars and the safe broken open and rifled of its contents, including postage stamps to the amount of $1,496.42; stamp funds, $77.24; and money in registered letters, $261.78. The officers of the Department report that there was no negligence on the part of the postmaster, Mathew H. Fulton. The Department afterwards credited him with the amount of stamps stolen, but not with the amount of the stamp funds stolen, or the amount of the stolen money-order funds which he paid to the owners thereof.

Your committee think Mr. Fulton should be reimbursed, and recommend that the bill do pass.

The bill is reported favorably, with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1890.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Post-Offices and Post Roads, submitted the following

REPORT:

[To accompany bill S. 3266.]

The Committee on Post-Offices and Post-Roads, to whom was referred the bill (S. 3266) for the relief of Lacon R. Tillman, have examined the same, and report:

This bill, for the relief of the postmaster at Edgeville, S. C., is fully explained in a report of the House, which is adopted and is as follows:

The petitioner was postmaster at Edgefield Court-House, S. C. On the night of February 24, 1883, he had in his office (a proper and safe building) the sum of $424, being $99.77 money-order funds, and $324.23 postal funds. This money was kept in a proper place of deposit and carefully guarded by the postmaster, who habitually slept in the office. On the night in question, at an early hour, when the postmaster was casually but properly absent, the office was burglariously broken and entered by one Miles Yeldell, and all of the said money was by him stolen and carried away.

The claimant made special effort to detect and procure the arrest of the burglar, and in doing so expended the sum of $75. Yeldell was subsequently arrested in Georgia, brought into South Carolina, was indicted for the crime, tried, convicted, and sentenced to imprisonment for the term of three years. At the time of the arrest of the prisoner there was on his person $100 of the stolen money.

After the passage of the act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, &c., petitioner presented his claim to the Postmaster-General, who allowed him the full amount of said money-order fund, viz, $99.77, which fund was alone within the jurisdiction of the Postmaster-General, by reason of the provisions of said act. The justification of the Postmaster-General (which was ample) for such allowance by him would seem to demand the recognition and liquidation of the balance of the claim, and in the sum, in the judgment of your committee, of $299.23.

The bill is reported favorably with a recommendation that it do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1891.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Post-Offices and Post-Roads, submitted the following

REPORT:

[To accompany bill S. 947.]

The Committee on Post-Offices and Post-Roads, to whom was referred the bill (S. 947) for the relief of the American Grocers' Association, have examined the same, and report:

This is a claim for restoring the amount of overpaid postage, as fully set forth in the report of the House committee, which is adopted, and is as follows:

That this claim has been before previous Congresses. From the Committee on Post-Offices and Post-Roads of the Senate (Forty-seventh Congress, first session) the following report was made (No. 715):

"The law of July 12, 1876, for the transmission of matter through the mails, in section 15, provides 'that transient newspapers and magazines, regular publications, designed primarily for advertising purposes, or free circulation, or circulation at nominal rates,' &c., 'shall be transmitted in the mails at the rate of one cent for every two ounces and one cent for each two additional ounces or fractional part thereof.' By the act of Congress approved June 23, 1874, 'newspapers mailed from a known office of publication, issued weekly or oftener, and addressed to regular subscribers, shall be charged two cents a pound or fraction thereof.'

"On the 5th day of July 1877, the Postmaster-General decided that the paper called 'The American Grocer' was not entitled to the lower rates of postage, to wit, two cents per pound, upon the ground that it was 'designed primarily for advertising purposes'; and the company was therefore compelled to pay for the months of July and August, 1877, the sum of $648. Upon a rehearing the Postmaster-General determined that his first decision was erroneous, and that said paper should be subject only to the lower rate of postage, to wit, two cents per pound. The amount paid by 'The American Grocer Association' was, as has been stated, $648. Under the lower rates it would have been $162. Deducting that sum from $648, it appears that said publishing association paid $486 over and above what the Postmaster-General finally decided they should pay. It being in accordance, therefore, with the final decision of the Postmaster-General that said company overpaid that sum, your committee recommend the passage of the accompanying bill; and it is understood that if the money had not been covered into the Treasury it would have been reimbursed by the Postmaster-General to the said company.

"The committee therefore recommend the passage of the bill."

This report your committee adopt. The sum paid was $648. The sum that should have been paid was $162. This leaves an overpayment of $486. Your committee recommend the amendment of the bill by striking out in sixth line the words "five hundred" and inserting in lieu thereof the words "four hundred and eighty-six," and that so amended the bill do pass.

The bill is reported as amended, with a recommendation that it do pass.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1892.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 159.]

The Committee on Pensions, to whom was referred the bill (S. 159) granting an increase of pension to Abby S. Slocum, have examined the same, and report:

That John S. Slocum served with much credit in the volunteer service during the Mexican war; that in April, 1861, he was appointed colonel of the Second Rhode Island Volunteers, took an active and conspicuous part in the first engagement at Bull Run, and was mortally wounded while gallantly leading his regiment in that battle. His conduct on this occasion was warmly commended by his associates and superior officers, and he would have undoubtedly been promoted to a general command if he had survived the battle. His widow, who is now in needy circumstances, having two children and an aged mother dependent upon her for support, was the daughter of Hon. Charles T. James, formerly a Senator of the United States from Rhode Island. A bill of the same tenor passed the Senate in the first session, Forty-eighth Congress.

Your committee recommend the passage of the bill as amended.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1893.

IN THE SENATE OF THE UNITED STATS.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 1336.]

The Committee on Pensions, to whom was referred the bill (S. 1336) granting a pension to Jennie H. Coghill, have examined the same, and report:

That the soldier, Thomas A. Coghill, was a member of Company F, Tenth Regiment of Rhode Island Volunteers, and was injured while with his regiment on its way to Washington; was taken to a hospital and sent home from the hospital before the expiration of the term of service of his regiment, which was mustered in for three months. On account of his injury he was not mustered in with the regiment and did not receive a discharge, although the facts in regard to his enlistment, service, and injury are clearly proven. His claim for a pension was rejected by the Pension Office on the ground that the soldier was not mustered into the United States service with his regiment. Some time subsequent to his discharge from the hospital, the claimant enlisted in Company F, Second Regiment of Rhode Island Volunteers, and served until July 13, 1865. The claimant furnishes testimony of neighbors to show that the soldier was in good health prior to enlistment, and that subsequent to his discharge he was ill a good portion of the time, and they express the opinion that his death was the result of disease contracted in the service in the line of duty.

The committee recommend the passage of the bill as amended.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1894.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 2445.]

The Committee on Pensions, to whom was referred the bill (S. 2445) granting a pension to Charles W. Holland, have examined the same, and report:

That the claimant, Charles W. Holland, was a private in Company C, Seventh Regiment Rhode Island Volunteers. It appears from the testimony that in May, 1864, while on detached service, and in the line of duty, near Petersburg, Va., he was injured in the left groin by a severe blow with a stick while following a hospital train. The fact of the injury is testified to by the claimant himself and by a comrade who was present. The existence of the injuries, which now incapacitate the ciaimant for labor of any kind, is shown by the testimony of several neighbors of undoubted character.

The committee believe that the claimant is entitled to the relief sought, and therefore recommend the passage of the accompanying bill.

O

49TH CONGESS, 2d Session. | SENATE. | REPORT No. 1895.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. ALDRICH, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 2564.]

The Committee on Pensions, to whom was referred the bill (S. 2564) granting a pension to Eleanor S. Lawson, have examined the same, and report:

That Elias Lawson, the husband of claimant, an acting ensign in the United States Navy, served on board the United States steamship Maratanza. In March, 1865, while in command of a boat's crew, removing obstructions from the Cape Fear River, North Carolina, he was severely injured. He received a pension in January, 1884, for his disability, which pension was increased to $15 a month in April, 1884.

There is ample proof that he was a sound man at the time of his enlistment, and the evidence on file seems to establish conclusively the fact that he died from the effects of disease contracted in the service and in the line of duty.

Your committee recommend the passage of the accompanying bill.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1896.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 752.]

The Committee on Pensions, to whom was referred the bill (H. R. 752) granting a pension to James Smithpeter, have examined the same, and report:

The House report, which your committee adopt, is herewith appended. It fully and correctly sets forth the evidence in the case. The committee recommend the passage of the bill.

This claimant was never regularly mustered into service, but was severely wounded, as he claims, while engaged in enlisting men for the Thirteenth East Tennessee. The facts in the case are set forth in the following affidavits:

STATE OF KANSAS, *Cherokee County, ss:*

James Smithpeter, of lawful age, being first sworn, deposes and says: That he now is a resident of Cherokee County, Kansas.

Affiant further says that in 1864, in the month of July thereof, he, the said affiant, was legally and lawfully engaged in the raising of a company of volunteers to enlist and do service in the United States Army, in the counties of Sevier and Cocke, East Tennessee.

Affiant further says that on or about the 1st of July, 1864, he, the said affiant, in company with about seventy men, went to Knoxville, for the purpose of enlisting; that on or about the 6th of July, said affiant in company with about forty men started to return to Sevier County, and did return to said county, for the purpose of holding a meeting and forming a portion of a company of volunteers for enlistment with the Thirteenth East Tennessee Cavalry.

Affiant further says that on the 7th day of July, 1864, Sunday morning, about 7 o'clock, he, the said affiant, was attacked by Vanguny Louis' rebel guerrilla band at the residence of one William Allen, in Sevier County, East Tennessee, and was by said guerrilla band shot, robbed, and left for dead; that said band did then and there rob said affiant of $157 in money; a bay mare eight years old, worth $250; shoes, hat, coat, suspenders, pocketbook, gold pen and staff, and diary containing a list of names of the parties in the county who were about to enlist with the Thirteenth Tennessee Cavalry.

Affiant further says that he, the said affiant, was then and there shot through the leg or knee and back and was by reason thereof, and now is, totally disabled from performing manual labor; that ever since the gunshot wounds aforesaid he, the said affiant, has been unable to walk without a cane or crutch any considerable distance, the left leg being entirely stiff at the knee joint as a result of said gunshot wound, as will more fully appear from the affidavits of the attending physician and examining surgeon, which is hereto attached.

Affiant further says that after he, the said affiant, was so shot and wounded as aforesaid, he was taken in charge as soon as he was ascertained to be living, by one W[illegible] Allen and his wife and daughter, Libby Allen, and one William James, who [illegible] James's house, and kept him and cared for him for a space of about

eight hours, when affiant's father came to said James's house and took affiant in his care, where he was kept for about nine months in Sevier County, East Tennessee.

Affiant further says that he, the said affiant, was at the time he was so wounded as aforesaid, and prior thereto, and now is and always has been loyal, in the fullest acceptation of that term, to the Government of the United States, and never did in any way, directly or indirectly, aid, assist, or abet the rebellion.

Affiant further says that on or about the eighth month of 1862, one General Carter, who then had control and command of the Government forces and was provost-marshal, at Knoxville, East Tennessee, did issue to this affiant a certificate of loyalty, which certificate of loyalty was turned over to B. W. Perkins, member of Congress from this district, and, as affiant is informed and believes, has become mislaid and cannot be produced.

Affiant further says that on or about the 25th day of October, 1864, that he, the said affiant, was enrolled and had a certificate of loyalty issued to him from the local authorities of Sevier County, East Tennessee, which certificate was by this affiant turned over to B. W. Perkins, member of Congress from this district, which certificate, as affiant is informed and believes, has been lost and mislaid and cannot be produced.

Affiant further says that by reason of the gunshot wounds as aforesaid, that his condition of health is such that he cannot perform manual labor, and now, at the age of forty-two years, his physical health and constitution is entirely destroyed, as will more fully appear by the affidavits of the physicians, which are hereto attached.

And further affiant saith not.

JAMES SMITHPETER.

Subscribed and sworn to before me this the 5th day of July, A. D. 1885.

WM. HARDEN DUGGER, *J. P.*

STATE OF KANSAS, *Cherokee County, ss:*

John Smithpeter, of lawful age, being first duly sworn, deposes and says that he is the father of James Smithpeter, whose name is affixed to an affidavit hereto attached, and that the said James Smithpeter is the identical person who was shot, robbed and left for dead in Sevier County, in East Tennessee, on or about the 7th day of July, A. D. 1863, by Gundy Lewis's guerrilla band.

Affiant further says that he, the said affiant, did, in company with others, nurse and doctor the said James Smithpeter during the illness that occurred from the gunshot wounds aforesaid, and did secrete, conceal, and hide the said James Smithpeter away from the rebels and guerrillas in Sevier County, East Tennessee, for a space of about nine months immediately after the shooting and wounding aforesaid.

Affiant further says that he, the said affiant, knows of his own knowledge that the aforesaid James Smithpeter was at the time he was so wounded as aforesaid, and prior thereto, loyal to the United States Government in the fullest acceptation of the term, and that he, the said James Smithpeter, at the time he was so shot, robbed, and left for dead, had in his possession a certificate of loyalty issued by General Carter, provost-marshal, Knoxville, East Tennessee.

Affiant further says that he knows of his own knowledge that the said James Smithpeter was at the time he was so shot by Gundy Lewis's guerrilla band, in Sevier County, East Tennessee, robbed of $157 in legal money of the United States, and one bay mare, worth in cash $250, and various smaller articles of clothing, shoes, &c.

Affiant further says that the said James Smithpeter was, from the effect of said gunshot wounds, and now is a cripple, and disabled for life, and has been ever since that time, and now is wholly and entirely disabled from performing manual labor; and further affiant saith not.

JOHN his + mark. SMITHPETER.

Subscribed and sworn to before me this 6th day of July, A. D. 1885.

WM. HARDEN DUGGER, *J. P.*

STATE OF KANSAS, *Cherokee County, ss:*

Sarah Smithpeter, of lawful age, being first duly sworn, deposes and says:

That she is the mother of James Smithpeter, whose signature is affixed to an affidavit hereto attached, and that the said James Smithpeter is the identical person who was shot, robbed, and left for dead in Sevier County, East Tennessee, on or about the 7th day of July, 1864, by Gundy Lewis's guerrilla band.

Affiant further says that the said affiant, in company with others, did care for, nurse, and doctor the said James Smithpeter during the illness that occurred from the gunshot wounds aforesaid, and did secrete, conceal, and hide the said James Smithpeter away from the rebels and guerrillas in Sevier County, East Tennessee, for a space of about nine months immediately after the shooting aforesaid.

Affiant further says, that she, the said affiant, knows of her own knowledge that the aforesaid James Smithpeter was, at the time he was wounded as aforesaid, and prior thereto, and now is, loyal to the United States Government in the fullest acceptation of that term, and that he, the said James Smithpeter, at the time he was so robbed and left for dead, had in his possession a certificate of loyalty issued by General Carter, provost-marshal, Knoxville, East Tennessee.

Affiant further says that she knows of her own knowledge, that the said James Smithpeter was at the time he was shot by Vangundy Louis's guerrilla band, in Sevier County, East Tennessee, robbed of $157 dollars in legal money of the United States, and one bay mare, worth in cash over $250, and various smaller articles of clothing, shoes, &c.

Affiant further says that the said James Smithpeter was, from the effect of said gunshot wounds, and now is, a cripple and disabled for life, and has been ever since that time, and now is, wholly and entirely disabled from performing manual labor.

SARAH SMITHPETER.

Subscribed and sworn to before me this the 6th day of July, 1885.

WM. HARDEN DUGGER, *J. P.*

STATE OF KANSAS, *Cherokee County, ss:*

Nancy Pucket, of lawful age, being first duly sworn, deposes and says, that she is now a resident of Cherokee County, in the State of Kansas, and that she has been acquainted with one James Smithpeter for about forty years.

Affiant further says that in the month of July, 1864, she, in company with one John Smithpeter, did assist in caring for and nursing one James Smithpeter, who was in said month of July and in said year shot, robbed, and left for dead by Gundy Lewis's guerrilla band, in Sevier County, East Tennessee.

Affiant further says that the said James Smithpeter was, by reason of the gunshot wounds aforesaid, confined to his bed for a space of about nine or ten months, and was by reason thereof and now is a cripple for life; that he, the said James Smithpeter, did receive gunshot wounds through the back and left knee, and was for a long time hovering between life and death, and in that country medical aid was scarce and hard to be got, and in a country swarming with rebels the preservation of his life appears to me to be a miracle when I look back over it.

Affiant further says that she knows of her own knowledge that the said James Smithpeter was at the time he was so wounded as aforesaid, and prior thereto, and now is, and always has been, loyal to the United States Government in the fullest acceptation of the word; that he, the said James Smithpeter, is now a man forty-two years old, and is an honest, honorable, and upright man and member of society.

Affiant further says that she knows of her own knowledge that the aforesaid James Smithpeter is the identical person who was wounded in Sevier County, East Tennessee, and is the same person whose signature is affixed to an affidavit signed and sworn to by him; and further affiant saith not.

her
NANCY + PUCKET.
mark.

Subscribed and sworn to before me this 6th day of July, A. D. 1885.

WM. HARDEN DUGGER, *J. P.*

STATE OF KANSAS, *Cherokee County, ss:*

Mary Merwin, of lawful age, being first duly sworn, deposes and says, that she is a resident of Cherokee County, Kansas, and knows and has been acquainted with one James Smithpeter for about thirty-four years.

Affiant further says that she, in company with one John Smithpeter, did assist in caring for and nursing one James Smithpeter, who was in the month of July, A. D. 1864, shot, robbed, and left dead by Gundy Lewis's guerrilla band, in Sevier County, in East Tennessee.

Affiant further says that the said James Smithpeter was, by reason of the gunshot wounds aforesaid, confined to his bed for a period of about nine or ten months, and
on thereof and now is a cripple for life; that he, the said James Smith-

peter, did receive gunshot wounds through the back and left knee, and was for a long time hovering between life and death, and in that country medical aid was scarce and hard to get, and in a country swarming with rebels the preservation of his life appears to me when I look back over it to be a miracle.

Affiant further says that she knows of her own knowledge that the said James Smithpeter was at the time he was so wounded as aforesaid, and prior thereto, and now is, and always has been, loyal to the United States Government, in the fullest acceptation of that term; that he, the said James Smithpeter, is now a man forty-two years of age, and is an honest, honorable, and upright citizen and member of society.

Affiant further says that she knows of her own knowledge that the aforesaid James Smithpeter is the identical person who was wounded in Sevier County, East Tennessee, and is the same person whose signature is affixed to an affidavit signed and sworn to by him, and further affiant saith not.

MARY MERWIN.

Subscribed and sworn to before me this 8th day of July, A. D. 1885.
[SEAL.] GEO. W. WRIGHT,
Notary Public.

STATE OF KANSAS, *Crawford County, ss:*

Dr. S. L. Reynolds, of lawful age, being first duly sworn, deposes and says that he is a legally qualified and practicing physician in the city of Pittsburg, Crawford County, Kansas.

Affiant further says that he has been the regular family physician of one James Smithpeter for twelve or fourteen years past, and that upon a thorough professional examination he finds the following conditions present: Complete anchylosis of the knee-joint of the left leg, with considerable degree of atrophy and shortening of the whole limb; a large cicatrix over the region of the neck and head of the fibula of the left leg, with evident symptoms of fracture of the neck and comminuted fracture of the head of the fibula, of old standing; a cicatrix above and to the inner side of the internal condyle of the femur of the left leg; a cicatrix 5 inches long and 1 inch broad, beginning 1 inch above and to the inner side of the inferior angle of the left scapular, and extending upward and a little to the right of the spinous process of the third dorsal vertebra.

Affiant further says that the left limb of the said Smithpeter is stiff in the knee-joint and much shortened in consequence of the above-described condition, and that the condition of the left shoulder and spinal column would completely disable him from performing manual labor.

Affiant further says that the general health of the said James Smithpeter, resulting from said injuries, is such as to render him perfectly incapable of providing for himself and his family, and such as to render life almost a burden.

And further affiant saith not.

DR. S. L. REYNOLDS.

Subscribed and sworn to before me this 20th day of June, A. D. 1885.
[SEAL.] RANDALL DRYDEN,
Notary Public.

While this claimant had not been regularly mustered into the Army, it would seem that he was actually performing a service of great importance to the military service by gathering together the Union men of that section of the State and inducing them to join the Union Army. It was a service requiring far more courage and fraught with more danger than actual service in a regiment. This brave man has been a cripple the greater part of his life as a result of his devotion and loyalty to his country, in a section of country where loyalty to the flag was an exception.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1897.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 16, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9143.]

The Committee on Pensions, to whom was referred the bill (H. R. 9143) granting a pension to Sabin Stocking, has examined the same, and report:

The appended House report fully and correctly states the facts in this case; your committee, therefore, adopts it and recommends the passage of the bill.

Sabin Stocking was, on August 29, 1862, enrolled as assistant surgeon of the Eighth Regiment Connecticut Volunteers, and served in that capacity until April 18, 1864, when he was promoted to be surgeon of the Seventeenth Regiment Connecticut Volunteers, in which capacity he continued to serve until he was honorably discharged at the close of the war on July 19, 1865. A part of the disability of which he complains was incurred during his service in the Eighth Connecticut Volunteers, and a part in the service connected with the Seventeenth Connecticut Volunteers. The evidence discloses the following facts:

On July 3, 1863, while on the march from White House to Taylor's Farms, in Virginia, while taking care of soldiers, he suffered a sunstroke which resulted in a paralysis of the optic nerves of both eyes, the injury being afterwards aggravated by the glare of the sun on the sands at Saint Augustine and Jacksonville, Fla., in the summer of 1864. It further appeared that on said day, being on his feet a large portion of the time, a callus was formed on the bottom of his right foot, which finally developed into a cyst in connection with the tendons in the sole of the foot, and finally resulting in partially paralyzing the whole of his right leg, and causing the permanent loss of use of the knee-joint. It also appeared in the evidence that he suffers from malaria and rheumatism, contracted in the service and since developed, although it appeared he had had two or three slight attacks of rheumatism a few years before the war, the whole service rendered by him resulting in a complete breaking up of his constitution, which before the war was above the average in strength and capability for professional work, and left him what he is to-day, a substantial wreck.

The testimony in this case is voluminous and covers a period embracing his life before and during the war and since the close of the war until March 10, 1886, when he had his final examination at the hands of the board of surgeons in the city of New Haven. We herewith submit a portion of the evidence bearing upon the different points of the case.

The following is the affidavit of William P. Terrill, of Cochituate, Mass., bearing upon the events of July 3, 1863, while our Army was on the march from White House to Taylor's Farms:

"William P. Terrill, aged forty-two years, a resident of Cochituate, in the county of Middlesex, State of Massachusetts, testifies: That I was a private in Company I of said regiment, and was wounded and taken prisoner by the enemy at the battle of Antietam, Maryland, in September, 1862; that upon my return to the regiment in the spring of 1863 I found Dr. Stocking in charge of regimental hospital, and as my wounds were not healed and I was unfit for duty in my company, I was detached for hospital duty and was with Surgeon Stocking as a nurse in the hospital for over a year, from [illegible] spring of 1863 until he resigned for promotion in the spring of 1864; that

during the months of April, May, and June, 1863, Dr. Stocking's eyes were bright and keen, and he was free from any trouble or disease of the eyes, from any trouble with the right foot and leg, causing lameness, and from malaria. If his eyes had troubled him or he had been lame or affected with malaria at that time I certainly should have known it.

"That I went with Dr. Stocking and the Army on the raid from White House to Taylor's Farms, Virginia, on July 3, 1863. It was a very hot day, and I know that Dr. Stocking was overworked and overheated that day taking care of the men who were almost constantly dropping out from overheat. The other surgeons gave out early in the day, leaving Dr. Stocking alone to attend to the men; that Dr. Stocking was so disabled from the overwork and overheat that on the return to White House, Virginia, he was unable to ride his horse, and was carried back in an ambulance, and was quite prostrated for some time; that after that raid on July 3, 1863, his eyes troubled him, and he was lame in his right foot as long as he remained with said Eighth Regiment. After said raid of July 3 his eyes troubled him about reading, and if he had a paper to read he would look at it, and then almost always hand it to some one present to read it to him. I never knew him to do so before he was prostrated by the heat and overwork on July 3, as above stated.

"That the disabilities of said Surgeon Stocking above enumerated were contracted while in the line of his duty taking care of disabled men, as stated.

"The above-recited facts are personally known to me by reason of my being a member of said Eighth Regiment, as above stated, and being associated with said Surgeon Stocking as hospital nurse, and being with the regiment on said July 3, 1863.

William Hamilton testifies:

"I was a private in Company I of said regiment, detached to serve in the surgeon's department as nurse, &c. That I am well and personally acquainted with said Surgeon Stocking. That I was with him doing service in his department and under his direction from the time he joined the regiment, in September, 1862, until his promotion as surgeon of the Seventeenth Connecticut Volunteers, in April, 1864. That when Dr. Stocking joined the regiment, and up to July, 1863, he was a sound man, free from any trouble with his eyes, from any trouble with his right foot causing lameness, and free from malaria. If he had been troubled in either of said ways I certainly should have known it. I was with the regiment on what was called the Blackberry raid, from White House to Taylor's Farms, Virginia, on July 3, 1863. It was an extremely hot day and the men were constantly dropping out from overheat, and Dr. Stocking was constantly at work to relieve the men until he become overheated himself, and completely exhausted from the excessive labor and heat. When we went into camp that night, as Dr. Stocking did not come to the surgeon's quarters I went in search of him, and finally found him lying on the ground completely exhausted and unable to help himself. He was very sick, and I gave him such attention and care as I was able to do. The next day he was but little better, and on the return to White House he had to be carried in an ambulance.

"When he was able to get out he was quite lame in his right foot and continued to be lame as long as he remained with the regiment. His eyes also troubled him from that time (July 3, 1863), so that he was troubled to read, and had to have his papers read to him, which was something that I think was never done previous to said Blackberry raid.

"Said lameness and trouble with the eyes were contracted in the service and in the line of duty, also the overheat or sunstroke, all contracted on said raid while taking care of and assisting disabled men, as above stated."

There was much other testimony, both from officers and men, bearing upon the same point, which your committee does not deem necessary to be placed in this report. The eyesight of Dr. Stocking was substantially ruined by the exposures he was subjected to upon that raid. It has never improved, and his eyes only enable him to walk about with care, but do not permit him to see objects, except dimly.

He incurred further disabilities during his service in the Seventeenth Connecticut Volunteers in the campaign in Florida.

Lieut. Col. Henry Allen, of said regiment, testifies that Dr. Stocking, while on said expedition, in the line of his duty, became so disabled from rheumatism that he was obliged to ride in an ambulance by reason of his ankle-joint and foot being so affected by it as to prevent his walking. He also testifies that upon the return of the regiment to Saint Augustine, in February, 1865, said Stocking was taken sick with malarial prostration and exhaustion, which confined him to the post hospital for two weeks, being the result of a tiresome and rapid ride into the enemy's country.

He further testified that—

"Said Stocking suffered with said rheumatism at the time of our discharge from the service, and I did not consider him at that time in any way qualified for manual labor of any kind whatever."

William H. Noble, colonel of the Seventeenth Connecticut Volunteers, also makes oath that Surgeon Stocking was with an expedition from Magnolia, Fla., to Lake

Dexter in 1864, and that he was then "suffering severely from malaria—very much weakened, dismounting and lying down during every stoppage on the march. * * * I found him on repeated occasions suffering from this malarial ailment and prostration. On each of these occasions of expeditions under my command, or when I met him thereon, I noticed that from some cause said Surgeon Stocking suffered very much from defective eyesight."

Colonel Noble further states that Dr. Stocking, at the time of his discharge, on July 19, 1865, was suffering from said disabilities. A number of other affidavits to the foregoing facts are also on file and were examined by your committee with care. They confirm the testimony of Colonel Noble. From the time of his discharge the testimony is concusive that he has been a broken-down man.

One of the witnesses said:

"He went away a comparatively young man and came back an old man. I thought he was going to be a cripple."

Julius E. Griswold, M. D., testifies that, in 1884 and 1885, Dr. Stocking "was suffering from a cyst in the bottom of his right foot, which was only partially healed. He was also badly disabled by a partial paralysis of the right leg."

Henry M. Rising, M. D., testifies, on July 21, 1885, that he had known Dr. Stocking for about fifteen years."

"Since I have known him he has not been able to read for some years, and only recognizes people at a short distance. I judge it to be the result of the sunstroke, affecting the nervous system. He has a cyst on the bottom of the right foot that has never entirely healed. About eight years ago he had paralysis of the right side, affecting the right leg the most, and from which he has not recovered, making it difficult to walk or get up from a chair. I think the effect of the sunstroke to be the cause of the above conditions, the nervous system never having recovered from the shock. He has also suffered from malaria ever since I knew him, more especially the past three or four years, often confining him to the bed ten or fifteen days."

Melancthon Storrs, M. D., of Hartford, on August 8, 1882, testifies that about five years ago he was consulted by claimant for a cystic growth or development in connection with the tendons in the sole of the right foot, which he treated by incisions and injections of iodine; that the cyst healed in two or three years, leaving claimant's toes contracted, and resulting in permanent lameness, and that at the time he joined the Eighth Regiment he was in "sound physical condition." Dr. Storrs is an eminent physician and surgeon residing at Hartford, who was formerly surgeon of the Seventeenth Connecticut Volunteers, and was afterwards promoted to be brigade surgeon.

John Buchanan and Edwin Crosby, aged sixty-six years, citizens of the town of Glastonbury, county of Hartford, State of Connecticut, testify in relation to the aforesaid case as follows:

"We have been well and personally acquainted with said Sabin Stocking for twenty-five years and forty-three years, respectively, having lived in the same place, neighbors to him, and within one-half mile and 1½ miles, respectively, of him, and have seen and talked with him quite frequently, when he has not been confined to his house, sometimes every day, and have had ample opportunity to know of his physical condition; that before he went into the Army, in 1862, he was a sound man, free from disease of the eyes, malaria, rheumatism, and disease or injury to the right foot; was not lame. If he had been lame, or had had either of said diseases, we should have known it. That upon his return from the Army in 1865 he was lame, and could not recognize his neighbors three or four rods away by reason of disease of the eyes. A while after his return home he was sick, and doctor said he had rheumatism and malaria, and has had said diseases from time to time ever since, the trouble with the eyes, lameness continuing all the time, and during said time he has been from time to time confined to the house by said diseases, and sometimes in a darkened room for several weeks at a time. Some six years since his right side was partially paralyzed, and since then it has been very difficult for him to walk or to control that leg. That since the summer of 1865 he has not been able to attend to professional calls only to limited extent, much of the time being wholly unable to do so. That in our judgment he has been wholly disabled by the diseases and disabilities above named for the performance of manual labor from the date of his return home, in 1865, to the present time, If attending a few professional calls, doing a few chores some of the time, is construed to be manual labor, then we consider him seven-eighths disabled previous to 1877, and totally since then."

There are twelve or more affidavits of persons who were acquainted with Surgeon Stocking and who testified to the same general effect, but it is unnecessary to repeat their testimony in this report. They show conclusively that before the war he was sound and well, that during the war he incurred disabilities, and that since the war he has been a physical wreck.

After the testimony, a part of which has been given in this report, had been presented, the Pension Office sent out a special examiner who cross-examined most of who had given testimony in the case, touching their evidence.

When he had substantially concluded his labors he made a report to the Commissioner of Pensions dated June 30, 1883, of which the following is a copy of the closing statement:

"So certain does it appear to me that his claim is meritorious that I submit the case for admission, deeming further inquiry at Bridgeport, Conn., and vicinity, needless."

The same examiner, after additional inquiry in regard to the case, under date of September 24, 1884, made another report on this case, of which the following is an extract:

"I see no reason to change my opinion expressed in my former report to the effect that the claim be allowed. The witnesses described are reliable generally. Claimant was a patriot and did valiant service as surgeon. He has been a total wreck for years from divers afflictions, such as very weak eyesight, rheumatism, malaria, and general unsoundness. It does seem to me he is entitled to something for some of these ills on the ground that they originated in service."

The Pension Office caused Surgeon Stocking to be examined before the board of examining surgeons of the United States on November 15, 1882.

The concluding portion of their report is as follows:

"From the condition and history of the claimant it is our opinion the disability was incurred in the service, as claimed, and that it is not aggravated or protracted by vicious habits. We find the disability as above described to entitle him to seven-ninths total third rating.

"GEORGE C. PARVIS, M. D.,
"H. S. FULLER, M. D.,
"C. W. CHAMBERLAIN, M. D.,
"*Examining Surgeons.*"

After some further testimony in the case he was again ordered before the said board on June 29, 1883. The concluding part of the report of this examination was as follows:

"He has no useful vision left; he cannot read. As far as earning a living is concerned he is totally blind. The defective vision is the result of disease; it would result from overheat. It is not necessarily any of it due to old age. Disability five-ninths total third grade. Were he younger he would be rated higher on the whole disability. From the condition and history of the claimant it is our opinion the disability was incurred in the service, as claimed, and that it is not aggravated by vicious habits. We find the disability as above described to entitle him to total third grade."

He was again ordered before said board. In their report of this examination they arrive at precisely the same conclusion as before, and after describing in technical language his eyes, they say that—

"This condition of the eyes is the result of disease rather than old age; it might be caused by sunstroke or overheat."

In this examination they find him entitled to a total third-grade rating. On March 10, 1886, Surgeon Stocking was ordered before a new board of medical examiners. The concluding portion of the report of this examination was as follows:

"He is, in our opinion, entitled to a second-grade rating (for he is unable to perform any manual labor) for the disability caused by nearly complete loss of sight, and no rating for that caused by rheumatism, and no rating caused by paralysis of the right leg, and malarial poisoning.

"EVELYN L. BISSELL, *Secretary.*
"E. T. BRADSTREET, *Treasurer.*"

These reports of special examiners and Government surgeons are all favorable to the claim of Surgeon Stocking. This patriotic man and faithful surgeon has lost his health, and consequently his ability to earn a living, in the service of his country. The evidence adduced in the case justified the special examiners and surgeons appointed by the Government in the conclusions they have reached. It is but just that a man who at fifty-five years of age, and at the height of his success as a physician of extensive practice, gave his services to the Government, and who lost his health, becoming crippled and almost blind in that service, should be compensated for what he has lost, and in his old age made good for the sacrifices he made for his country.

Your committee add their opinion to the opinion of the examiners and surgeons of the Government in favor of this claim, and recommend the passage of the accompanying bill with the following amendments:

Strike out the word "doctor," in the sixth line of the bill; also in the title the word "doctor."

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1898.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1887.—Ordered to be printed.

Mr. MAXEY, from the Committee on Indian Affairs, submitted the following

REPORT:

[To accompany bill S. 3304.]

The Committee on Indian Affairs, to which was referred the bill (S. 3304) to authorize the Choctaw, Chickasaw, Cherokee, Creek, and Seminole Nations of Indians, respectively, to lease lands within their respective boundaries for mining purposes, subject to the approval of the Secretary of the Interior, and to validate leases heretofore made for said purposes, by the proper authorities of any of said nations, respectfully submits the following report:

There are valuable coal mines, as the committee is advised, undeveloped, within the limits of the Indian Territory. This coal would find a ready and profitable market if authority for its mining be granted. Under an opinion of the Attorney-General made part of this report, the said nations have no authority to lease to citizens of the United States, nor has any Indian or other resident within said Territory such authority, and the Secretary of the Interior has no authority to approve any such contract of lease however advantageous it may be to the Indians. There are now in operation in the Choctaw Nation the McAllister, the Segbigh, and perhaps some other coal mines. These mines have ready market for their output, and the Indians receive a royalty on each bushel of coal mined, thus adding very materially to their treasury.

The effect of the opinion of the Attorney-General, and action thereon, is to establish a monopoly in the owners of the developed mines, to the injury of the Indians and the consumers of the coal. It is the opinion of the committee that it is to the interest of the Indians, as well as to commerce, that these coal fields be developed. The committee refers to an act to authorize the Seneca Nation of Indians of New York to lease lands (see Statutes at Large, vol. 18, part 3, page 330), as a precedent in line with this bill. The committee amends by requiring all lease contracts to be subject to the approval of the Secretary of the Interior. This, together with the provisions of the bill that the contracts must be made by the proper authorities of the nations, respectively, amply protects the Indians.

As amended the committee recommends that the bill do pass.

The committee appends as part of this report the opinion of the Attorney-General referred to, marked Exhibit A, as part of this report.

EXHIBIT A.

DEPARTMENT OF JUSTICE,
Washington, October 14, 1886.

SIR: Yours of the 8th instant is received. You transmit a report of the Commissioner of Indian Affairs relating to agreements made between citizens of the Choctaw Nation of Indians, in the Indian Territory, and the Osage Coal and Mining Company, a corporation of the State of Missouri, for the mining of coal, &c., in said nation. One of the agreements is inclosed. An opinion is requested as to whether these agreements are such as may properly receive the approval of the Department of the Interior under existing laws.

A similar question arose heretofore as to the authority of the Interior Department to approve leases of land for grazing purposes, entered into by the Indians of the Cherokee, Cheyenne, Arapahoe, Kiowa, and Comanche tribes, in their respective reservations in the Indian Territory. The question of the power of the Department of the Interior to authorize leases to be made for grazing purposes was submitted to the Attorney-General, and in his opinion of 21st July, 1885, it is said:

"I submit that the power of the Department to authorize such leases to be made, or that of the President or the Secretary to approve or to make the same, if it exists at all, must rest upon some *law*, and therefore be derived from either a treaty or statutory provision. I am not aware of any treaty provision applicable to the particular reservations in question that confers such powers. The Revised Statutes contain provisions regulating contracts or agreements with Indians, and prescribing how they shall be executed and approved (see section 2103), but those provisions do not include contracts of the character described in section 2116, hereinbefore mentioned. No general power appears to be conferred by statute upon either the President or Secretary, or any other officer of the Government, to make, authorize, or approve leases of lands held by Indian tribes, and the absence of such power was doubtless one of the main considerations which led to the adoption of the act of February 19, 1875, chapter 90, 'to authorize the Seneca Nation of New York Indians to lease lands within the Cattaraugus and Allegany reservations, and to confirm existing leases.' The act just cited is, moreover, significant, as showing that in the view of Congress Indian tribes cannot lease their reservations without the authority of some law of the United States."

No laws have been enacted by Congress upon the subject since the publication of the above opinion. The law has not, therefore, conferred any express power upon the President or Secretary to approve the mining leases referred to, and no such authority can be implied.

Upon an examination of the statutes and treaties, I feel justified in coming to the conclusion that it was the intention of Congress that the inhibition contained in section 2116, Revised Statutes, should have the same application to individual Indians that it has to the Indian nations and tribes.

I am of the opinion, therefore, that the mining leases referred to are not such as may properly receive the approval of the Department of the Interior, under existing laws.

I am, sir, very respectfully,

A. H. GARLAND,
Attorney-General.

The SECRETARY OF THE INTERIOR.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1899.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1887.—Ordered to be printed.

Mr. MITCHELL, of Oregon, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 3318.]

The Committee on Claims, to whom was referred the petition of George N. Quintard and George E. Weed, assignees of John Roach, beg respectfully to report as follows:

The petition embraces two claims, the one being for $38,840.40 for work done by order of the Navy Department, under a public exigency, requiring an increase of the dimensions of the iron frame or hull of the monitor Puritan, the other being for the sum of $20,274.25 for the care, towage, wharfage, &c., of the Roanoke.

The two claims will, of course, be treated separately.

In the year 1875 the Navy Department contracted with John Roach for the construction of the iron frame of the monitor Puritan, in accordance with certain plans and specifications agreed upon, for the sum of $155,000; and said work proceeded in pursuance of said contract under the immediate personal supervision of Naval Constructor R. W. Steele, and said Roach in all respects complied with said contract, as appears from the records. But in the progress of the work and after it was far under way the Navy Department decided to use heavier armament than was originally contemplated, and in the year 1876 the Secretary of the Navy decided that public exigency required a change of the plan and an enlargement of the iron frame, and ordered the said Roach and the naval constructor to complete the iron frame one foot higher than was originally specified, furnishing at the same time a plan showing one foot additional elevation, at the same time agreeing to pay the additional cost thereof. Said Roach constructed the iron frame in accordance with said order and new plan, and the itemized account attached hereto sets forth in detail the exact quantity of additional material and labor required and used on account of the change of plan, which, according to the evidence and the finding of a naval board, and the approval of the Navy Department, amounted to $38,840.40, exclusive of all profits.

Your committee find that the evidence herewith presented shows that nothing is charged in said account but the reasonable value of the work and material thus required, and that payment has been deferred for no other valid reason than that appropriations had become exhausted, and the Government received and is now in the enjoyment of of the said work and material.

On July 11, 1884, a Naval Board, consisting of Commodore Chandler, and Naval Constructors Webb and Boush, was appointed by the Secretary of the Navy to examine the cost and value of said work and material and report upon the claim therefor; and its report is herewith submitted, to the effect that the work was necessary and duly performed, that the charges were reasonable, and that they should be allowed, and on the 5th of December, 1884, the Secretary of the Navy approved the balance so reported, and reported it to the accounting officers of the Treasury Department as a deficiency and recommended its payment, and the payment of which was refused by the accounting officers of the Treasury Department for no other valid reason, in the opinion of your committee, save and except that appropriations therefor were exhausted.

The origin of the charges for the care, wharfage, towage, &c., of the Roanoke is as follows:

At the beginning of the year 1877 the Navy Department held it to be public policy to use the available old material of condemned vessels in the construction of the new monitors, then in part contracted for, and the monitor Roanoke having been condemned by a board of survey and Mr. John Roach having consented to take and use her available material at certain specified rates in the construction of the monitor Puritan, on the 3d of March of that year (1877) the Secretary of the Navy ordered that the Roanoke be taken from the navy-yard at New York and delivered in Mr. Roach's yard at Chester, Pa., to be broken up, and authorized Mr. Roach to incur the expense of her removal.

In pursuance of this order, Mr. Roach employed tugs and paid the expense of bringing the condemned monitor to his yard, and was about to use the material, but before commencing the breaking up of the Roanoke a question arose in the Navy Department whether such vessels should be so broken up or should be sold as old material at public auction; and pending the consideration of this question, the Secretary of the Navy, by I. Hanscom, Chief of the Bureau of Construction, United States Navy, addressed a letter to Mr. Roach, of which the following is a copy:

BUREAU OF CONSTRUCTION AND REPAIR,
Washington, March 19, 1877.

SIR: By direction of the honorable Secretary of the Navy, the Roanoke will be kept in the condition she was when delivered to you, and nothing will be done to her or removed from her until you are further advised.

Very respectfully,

I. HANSCOM,
Chief of Bureau.

Mr. JOHN ROACH, *Chester, Pa.*

The question as to her disposition remained undecided in the Navy Department for several years, and no further advice or information was given to Mr. Roach on the subject until October 27, 1883, except he was directed to care for the vessel. In the mean time, Mr. Roach, as was necessary, was at the expense of her storage, of keeping a watchman on board of her, of pumping her leakage, and of her general care until the 14th of December, 1883, when he was relieved of her care by a letter from the Navy Department informing him that she had been sold, and promising Mr. Roach as follows:

Whatever amount shall be found justly due you for the protection of the Roanoke will be duly allowed and paid by the Department.

During the time the Roanoke was in his care Mr. Roach had frequently applied informally to be relieved of the vessel, and to be paid

for the dock-room and care bestowed upon her, and the expense of her towage and pilotage, and on September 24, 1883, he presented a formal account for these expenses, which is herewith presented, and on November 30, 1883, the Secretary of the Navy appointed a Naval Board, consisting of Capt. P. C. Johnson, U. S. N., Commander W. S. Schley, U. S. N., and Naval Constructor Philip Hichborn, U. S. N., to examine the said account and report thereon, and on the 13th of December, 1883, the said Board reported that the bill is just and approved the same. The following are the allowances thereon:

For watching and care of monitor Roanoke 2,379 days, that is, from March 17, 1877, to September 9, 1883, at $8 per day	$19,032 00
For towing	1,000 00
For inward pilotage	133 75
For sea pilotage	108 50
Total	20,274 52

On July 24, 1884, Commander T. D. Wilson, Chief of Bureau of Construction and Repair, approved payment of the above amount and recommended that an appropriation be asked, and on July 26, 1884, Admiral E. T. Nichols, then acting Secretary of the Navy, approved the claim in the said sum of $20,274.25, reported the amount to the accounting officers of the Treasury Department as a deficiency, and recommended its payment, and payment thereof was refused, in the opinion of your committee, for no other valid reason except that appropriations were exhausted.

It has been made to appear to your committee that prior to the decease of John Roach he made an assignment of all his property, including these claims, to the petitioners, for the benefit of all his creditors. It also appears that said Roach is now deceased.

Your committee attach to this report, and make a part of it, the petition of petitioners, the various orders of the Navy Department and its different officers, including the reports of the Naval Boards and all correspondence bearing upon and referring severally to these claims.

Your committee are of the opinion that John Roach was in his lifetime justly and legally entitled to recover from the United States the said two sums of $38,840.40 and $20,274.25, and that his legal representatives are now entitled to the same, and report the accompanying bill and recommend its passage.

PETITION.

To the honorable the Senate and House of Representatives of the United States:

The undersigned, your petitioners, respectfully represent that they are the assignees of John Roach, by virtue of a general assignment for the benefit of creditors and all parties concerned, and they respectfully petition that appropriation be made for the payment of the two balances of account herein set forth, which became due to the said John Roach, and were approved by the Navy Department and reported by the Secretary of the Navy for appropriation and payment before the said assignment was made. One of these accounts is in the sum of $38,840.40 for work done by order of the Navy Department, under a public exigency requiring an increase of the dimensions of the iron frame or hull of the monitor Puritan, which account is thus approved by the Navy Department in that sum. The other is an account for $21,111.21 for preservation, safe-keeping, care, and towage of the monitor Roanoke, which is thus approved to the amount of $20,274.25, both of which balances remain unpaid for want of appropriation.

And your petitioners, humbly praying relief in the premises, beg leave to submit the following statement of the facts, which more fully appear by official documents on file in the Navy Department, copies of which are herewith presented:

In the year 1875 the Navy Department contracted with said Roach for the construction of the iron frame of the monitor Puritan, in accordance with a plan and specifications furnished, for the sum of $155,000, and said work proceeded in pursuance of said contract under the immediate personal supervision of Naval Constructor R. W. Steele, and said Roach in all respects complied with said contract; but in the progress of the work the Navy Department decided to use heavier armament than was originally contemplated, and in the year 1876 the Secretary of the Navy decided that public exigency required a change of the plan and an enlargement of the iron frame, and ordered the said Roach and the said naval constructor to build the iron frame 1 foot higher than was originally specified, furnishing a plan showing 1 foot additional elevation, at the same time agreeing to pay the additional cost thereof; and the said Roach constructed the iron frame in accordance with said order and new plan; and the itemized account first above mentioned, which is herewith presented, sets forth in detail the exact quantity of additional material and labor required and used on account of the change of plan, making the aforesaid amount $38,840.40; and the evidence herewith presented shows that the said change was made necessary by the public exigency; that the Secretary of the Navy was lawfully empowered and in duty bound to make the change of plan; and that nothing is charged in said account but the reasonable value of the work and material thus required; that payment has been deferred for no other valid reason than that appropriations had become exhausted; and that the Government has received, and is now in the enjoyment of, the benefit of the said work and material.

On July 11, 1884, a Naval Board consisting of Commodore Chandler and Naval Constructors Webb and Boush was appointed to examine the cost and value of said work and material, and report upon the claim therefor, and its report is herewith submitted, to the effect that the work was necessary; was duly performed; that the charges were reasonable, and that it should be allowed; and on the 5th of December, 1884, the Secretary of the Navy approved the balance so reported and recommended an appropriation for its payment.

The origin of the charges for the care, towage, &c., of the Roanoke is as follows:

At the beginning of the year 1877 the Navy Department held it to be public policy to use the available old material of condemned vessels in the construction of the new monitors, then in part contracted for, and the monitor Roanoke having been condemned by a board of survey, and Mr. Roach having consented to take and use her available material at certain specified rates in the construction of the monitor Puritan, on the 3d of March of that year the Secretary of the Navy ordered that the Roanoke be taken from the navy-yard at New York and delivered in Mr. Roach's yard at Chester, Pa., to be broken up, and authorized Mr. Roach to incur the expense of her removal.

In pursuance of this order, Mr. Roach employed tugs and paid the expense of bringing the condemned monitor to his yard, and was about to use the material, but before commencing the breaking up of the Roanoke a question arose in the Navy Department whether such vessels should be so broken up or should be sold as old material at public auction, and pending the consideration of this question the Secretary of the Navy, by I. Hanscom, Chief of the Bureau of Construction, United States Navy, addressed a letter to Mr. Roach, as follows:

BUREAU OF CONSTRUCTION AND REPAIR,
Washington, March 19, 1877.

SIR: By direction of the honorable Secretary of the Navy the Roanoke will be kept in the condition she was when delivered to you, and nothing will be done to her nor removed from her until you are further advised.

Very, respectfully,

I. HANSCOM,
Chief of Bureau.

Mr. JOHN ROACH, *Chester, Pa.*

The above question remained undecided in the Navy Department during several years, and no further advice or information was given to Mr. Roach on the subject until October 27, 1883. In the mean time Mr. Roach, as was necessary, was at the expense of her storage, of keeping a watchman on board of her, of pumping her leakage, and of her general care, without further advice or instruction, until the 14th of December, 1883, when he was relieved of her care by a letter from the Navy Department, informing him that she had been sold, and promising Mr. Roach, as follows:

"Whatever amount shall be found justly due you for protection of the Roanoke will be duly allowed and paid by the Department."

During the time the Roanoke was in his care Mr. Roach had frequently applied, informally, to be relieved of the vessel, and to be paid for the care bestowed upon her and the expense of her towage and pilotage; and on September 24, 1883, he presented the formal account for these expenses, which is herewith presented; and on November 30, 1883, the Secretary of the Navy appointed a naval board, consisting of Capt. P. C Johnson, U. S. N., Commander W. S. Schley, U. S. N., and Naval Constructor Philip Hichborn, U. S. N., to examine the said account and report thereon, and on the 13th of December, 1883, the said board reported that the bill is just, and approved the following allowance thereon:

For watching and care of monitor Roanoke, 2,379 days, at $8	$19,032 00
For towing	1,000 00
For inward pilotage	133 75
For sea pilotage	108 50
	20,274 25

On July 24, 1884, Commodore T. D. Wilson, Chief of Bureau of Construction and Repair, approved payment of the above amount, and recommended that appropriation be asked; and on July 26, 1884, Admiral E. T. Nichols, Acting Secretary of the Navy, approved the claim in the said sum of $20,274.25, and requested that the amount be reported as a deficiency for appropriation.

GEO. W. QUINTARD,
GEO. E. WEED,
Assignees of John Roach.

STATE OF NEW YORK,
County of Kings, ss:

We, Geo. W. Quintard and Geo. E. Weed, being duly sworn, depose and say: We believe the matters stated in the foregoing petition are true.

GEO. W. QUINTARD.
GEO. E. WEED.

Sworn to before me this 7th day of January, 1887.

[SEAL.] J. W. SWAINE,
Notary Public, Kings County (certificate filed in New York County).

RECORD IN NAVY DEPARTMENT RELATIVE TO CLAIM FOR CHANGES IN PURITAN.

The United States Navy Department, Bureau of Construction and Repair, to John Roach, Dr.

[Appropriation "Construction and repair."]

Dec. 13, 1883. For extra labor and material required in raising the top sides of hull of the U. S. monitor Puritan 1 foot higher than was called for in contract, as per annexed items.... $38,840 40

NAVY DEPARTMENT, *Washington, December* 3, 1884.

SIR: I inclose herewith copies of the following papers relating to a claim presented by Mr. John Roach, amounting to $38,840.40, for extra labor and materials required in raising the top sides of the hull of the U. S. Monitor Puritan one foot higher than the height provided for in the contract.

Letter from the Chief of the Bureau of Construction and Repair to the Secretary of the Navy, dated December 14, 1883, with accompanying bills and itemized account.

Letter from Mr. Roach, to Chief Constructor Wilson, dated January 2, 1884.

Letter from the Secretary of the Navy to Mr. Roach, dated January 16, 1884.

Reply of Mr. Roach, dated January 18, 1884.

Order, dated July 11, 1884, appointing a Board of Officers to examine and report upon the claim in question.

Report of the Board, dated July 22, 1884.

In view of the finding of the Board, which is approved by this Department, I have to request that the account referred to be duly audited and reported as a deficiency to be provided for at the present session of Congress.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

HON CHARLES BEARDSLEY,
Fourth Auditor.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR,
Washington, D. C., December 14, 1883.

SIR: I have the honor to inclose herewith, for the information of the Department and such action as it may deem best, a bill of items, together with triplicate bills made on the Bureau form, in favor of John Roach, amounting to $38,840.40, for extra labor and materials required in raising the top sides of the hull of the United States Monitor Puritan 1 foot higher than called for in the contract.

This bill was presented to the Bureau this a. m. by Mr. Roach.

Very respectfully, your obedient servant,

T. D. WILSON,
Chief of Bureau.

Hon. WM. E. CHANDLER,
Secretary of the Navy.

Taking down armor backing plates and fitting up other plates, under the new design:

Backing material, 139,261 pounds, at 5 cents	$6,963 05
Gusset plates, 96,633 pounds, at 5 cents	4,831 75
Angle-iron, 80,233 pounds, at 5 cents	4,011 65
Labor, 316,129 pounds, at 5 cents	15,806 45
Piecing out stem, 865 pounds, at 10 cents	86 50
Labor on same	173 00
Iron deck forward of collision bulkhead, 3,200 pounds, at 5 cents	160 00
Labor on same, at 7 cents	224 00
Putting iron floor and water-tight bulkheads in the captain's quarters, 10,200 pounds, at 5 cents	510 00
Labor on same, at 7 cents	714 00
Labor on manholes and plates occasioned by changes or additions Nos. 3 and 4	140 00
Material, 2,000 pounds, at 5 cents	100 00
Making the coal-bunkers ½ inch thick, and stiffening with large angle-iron material, 51,200 pounds, at 5 cents	2,560 00
Labor on same, at 5 cents	2,560 00
	38,840 40

This work was done to give the vessel more displacement, so that the freeboard might remain as at first intended, before an increase of power in the steam machinery was decided on.

[Morgan Iron Works, foot Ninth street, East River, John Roach & Son, proprietors.]

NEW YORK, *January* 2, 1884.

SIR: Referring to your letter of the 26th instant, regarding bills for labor and material for the Puritan, I beg to inclose the original drawing received from the Bureau of Construction and Repair, upon which contract was based, showing depth 18 feet 9 inches. I also inclose drawing made when vessel was in frame, showing increased depth as the vessel now is. I was afterward instructed by the Chief of Bureau and the Constructor inspecting the work to make the changes, as shown on this drawing, for which I should be paid. I had, aside from these drawings, no written instructions to this effect, but the original drawings and contract are sufficient evidence that this change was made, and for which I should receive a fair compensation.

Yours, respectfully,

JOHN ROACH.

Chief Constructor T. D. WILSON, U. S. N.,
Chief of Bureau of Construction.

P. S.—This work was done with that of framing and plating, for which contracts and appropriations were made.

NAVY DEPARTMENT,
Washington, January 16, 1884.

SIR: Referring to your letter of January 2 to the Department, inclosing bills for extra work in raising the Puritan 1 foot higher than was provided in the original contract, amounting to $38,840.40, it will be necessary for you to make a full and formal statement of your claim: (1) showing what the original contract was, and the amounts

to be paid you under it; (2) the orders for the change, the evidence that the change was made, and the increased expense consequent thereupon.

Making the more general statement that the change was made, that the cost thereof was $38,840.40, and referring the Department to its own records, is not deemed a sufficient presentation of so large a claim.

Very respectfully,

WILLIAM E. CHANDLER,
Secretary of the Navy.

Mr. JOHN ROACH,
Morgan Iron Works, New York.

[Morgan Iron Works, foot Ninth street, East River, John Roach & Son, proprietors.]

NEW YORK, *January* 18, 1884.

SIR: I have your letter of the 16th instant regarding bills for changes in Puritan.

Your first question is answered by records of the Department, where contract and original drawing must be on file, and will show the amount to be paid and the height of vessel.

Your second question is answered in my letter to Chief Constructor T. D. Wilson of January 2, 1884; and the evidence that the work was done as represented can be determined by instruction to such officers as you may select to visit the vessel and report. I can conceive of no manner in which I can more fully represent the amount of work done in consequence of those changes than by bill of items already presented

Yours, respectfully,

JOHN ROACH.

Hon. WILLIAM E. CHANDLER,
Secretary of the Navy.

NAVY DEPARTMENT,
Washington July 11, 1884.

Sir: A Board, consisting of yourself as senior member and president, and Naval Contructors Thomas E. Webb and George R. Boush, U. S. N., as members, is hereby ordered to assemble at Chester, Pa., on Thursday, the 17th day of July, instant, or as soon thereafter as practicable, for the following purposes, namely:

The Board will carefully examine and consider the claim presented by John Roach. contractor, for extra labor and materials furnished by him in or about the construction of the United States monitor Puritan, amounting to $38,840.40, and will proceed with such examination as follows:

(1) By considering such evidence as may be offered by the claimant to show the authority under which he claims to have acted in the premises.

(2) By considering, in connection with the evidence adduced by the claimant, such documentary or record evidence, including contracts, plans, specifications, and correspondence relating to the construction of the Puritan as may be upon the files or records of the Department, and which may tend either to confirm or to disprove the allegations of the claimant.

(3) By taking the statements of such officers and agents now or formerly connected with the Department as may have any knowledge, official or otherwise, of facts and circumstances relating to the extra work in question.

(4) In case the Board shall be of opinion that such work was duly authorized, it will proceed to ascertain whether the work alleged to have been done was or was not requisite and suitable for the purposes to be accomplished; whether the several items submitted by the claimant and constituting the aggregate of $38,840.40 are or are not severally true and correct, and what amounts, if any, should be allowed to the claimant in full payment and satisfaction of his demand.

(5) The Board will report its conclusions severally under the respective heads above stated, with the facts which, in its opinion, justify or sustain the same.

The following papers relating to the claim are herewith transmitted for the information of the Board, and will be returned with its report, namely:

(1) Letter from Chief of the Bureau of Construction and Repair to the Secretary of the Navy, dated December 14, 1883, with accompanying bills and itemized account.

(2) Letter from Mr. Roach to Chief Constructor Wilson, dated January 2, 1884.

(3) Copy of a letter from the Secretary of the Navy to Mr. Roach, dated January 16, 1884.

(4) Reply of Mr. Roach, dated January 18, 1884.

The Department is informed by Chief Constructor Wilson that the drawings re- Mr. Roach in his letter of January 2, 1884, were returned to him; and

the Board is hereby authorized to call upon Mr. Roach, to submit the same, and any other drawings, papers, or documentary evidence relating to the subject of the investigation in his possession, to the Board for its further information. The Board is also instructed to advise the Department of any documents or drawings on its files with which the Board may need to be supplied during the investigation.

You will proceed to Chester, Pa., in discharge of this duty, and upon the completion of the investigation, and after the Board shall have made and forwarded its report to the Department, you will return to your residence.

This employment on shore duty is required by the public interests, and such service will continue until September 1, 1884, unless it is otherwise ordered.

Very respectfully,

W. E. CHANDLER,
Secretary of the Navy.

Commodore RALPH CHANDLER, U. S. N.,
Bethel, Me.

CHESTER, PA., *July* 22, 1884.

SIR: I have the honor to inform the Department that the Board of which I am president and senior member met, pursuant to the inclosed order (copy marked A), on the 17th instant, all the members being present, and we carefully examined the claim of John Roach, contractor, for extra labor and material furnished by him in raising the United States monitor Puritan one foot more than originally designed, and beg leave to make the following report, viz:

Mr. Roach, the contractor, having place before the Board a drawing showing the midship section of the ship, approved by I. Hanscom, Chief of Bureau of Construction and Repair, on the 27th of September, 1875, we have to report that we find, by comparison of said drawings with mold-loft dimensions and measurements made on the vessel, that the Puritan *is* one foot deeper than as originally designed. The authority for thus deviating from the original official drawing appears to have been entirely verbal, as we have been unable to find any documentary or record evidence, including contracts, specifications, and correspondence relating to the construction of the vessel, bearing upon the subject.

Naval Constructor R. W. Steele, U. S. Navy, who was on duty at these works as inspector at the time the extra work was performed, has stated to the Board that the several items as enumerated in the bill rendered by Mr. Roach, which is herewith returned, are correct, and that the work was satisfactorily done under his supervision as inspector.

We have also examined subordinates in the employ of Mr. Roach, contractor, whose statements corroborate those of Naval Constructor Steele, and the conclusion of the Board is that the extra work on which Mr. Roach's claim is based was actually performed.

Referring to the question as to whether increasing the depth of the Puritan one foot was requisite and suitable for the purpose to be accomplished, we have to report that it was necessary, having in view the report of the Board on this ship, of which Commodore T. H. Stevens was president.

The fact that Naval Constructor Webb and Naval Constructor Boush were members, respectively, of the Mullany and Stevens Boards, and they being familiar with the calculations made for this ship by both Boards, has been of considerable service to the Board in arriving at the above-named conclusions.

We have examined into the several items as enumerated in the bill of Mr. Roach as directed by your order, and report, in the summing up of our conclusions, that the charges are reasonable and should be allowed, viz, $38,840.40, in full payment and satisfaction of the claimant's demand.

Very respectfully, your obedient servants,

R. CHANDLER, *Commodore, U. S. N., President.*
THOS. E. WEBB, *Naval Constructor, U. S. N.*
GEO. R. BOUSH, *Naval Constructor, U. S. N.*

Hon. WM. E. CHANDLER,
Secretary of the Navy.

RECORD OF NAVY DEPARTMENT RELATIVE TO CLAIM ON ACCOUNT OF MONITOR ROANOKE.

NAVY DEPARTMENT, *Washington, July* 26, 1884.

SIR: I inclose herewith the following papers relating to a claim presented by Mr. John Roach for compensation incurred and services rendered in connection with the preservation and safe-keeping of the iron-clad Roanoke, namely:

Triplicate bills and account, dated September 24, 1883, amounting to $21

Letter from Mr. Roach, dated October 26, 1883, requesting settlement.

Report, dated December 15, 1863, of Board appointed to examine claim, with Exhibits marked "A," "B," "C," and "D," thereto annexed.

The Board having unanimously recommended an allowance to Mr. Roach of $19,032 for watching and care of the Roanoke from March 17, 1877, to September 24, 1883, inclusive, and of $1,242.25 for expenses of towing and pilotage of that vessel, making a total allowance of $20,274.25, and it appearing upon examination that such allowance is just and reasonable, the same is hereby approved, and I have to request that the account may be duly audited and reported as a deficiency to be provided for at the next session of Congress.

Very respectfully,

ED. T. NICHOLS,
Acting Secretary of the Navy.

Hon. CHARLES BEARDSLEY,
Fourth Auditor.

The United States Navy Department, Bureau of Construction and Repair, to John Roach, Dr.

[Appropriation, "Construction and Repair, 1883."]

Sept. 24.	For labor, watching, and care of monitor Roanoke from March 17, 1877, to September 24, 1883, as per annexed bill	$19,868 96
	Towing, per bill	1,000 00
	Inward pilotage, per bill	133 75
	Sea pilotage, per bill	108 50
		21,111 21

[September 24, 1883.]

United States, Navy Department, to John Roach, Dr., for monitor Roanoke.

1877.		
Mar.	Service, rigger, docking	$22 96
Aug.	Service tug Geo. E. Weed, pumping out, 4½ hours, $4	18 00
Dec.	Service tug Geo. E. Weed, pumping out, 9½ hours, $4	38 00
1878.		
Jan.	Service tug Geo. E. Weed, pumping out, 13 hours, $4	52 00
June.	Service tug Geo. E. Weed, pumping out, 12½ hours, $4	50 00
Sept.	Service tug Geo. E. Weed, pumping out, 4½ hours, $4	18 00
Nov.	Service tug Geo. E. Weed, pumping out, 4½ hours, $4	18 00
1879.		
Feb.	Service tug Geo. E. Weed, pumping out, 10¼ hours, $4	41 00
May.	Service tug Geo. F. Weed, pumping out, 3 hours, $4	12 00
June.	Service tug Geo. E. Weed, pumping out, 3 hours, $4	12 00
July.	Service tug Geo. E. Weed, pumping out, 6½ hours, $4	26 00
Oct.	Service tug Geo. E. Weed, pumping out, 7 hours, $4	28 00
1880.		
Mar.	Service tug Geo. E. Weed, pumping out, 11¼ hours, $4	45 00
June.	Service tug Geo. E. Weed, pumping out, 12 hours, $4	48 00
Aug.	Service tug Geo. E. Weed, pumping out, 6 hours, $4	24 00
Sept.	Service tug Geo. E. Weed, pumping out, 5 hours, $4	20 00
1881.		
Jan.	Service tug Geo. E. Weed, pumping out, 6 hours, $4	24 00
Feb.	Service tug Geo. E. Weed, pumping out, 4½ hours, $4	18 00
Apr.	Service tug Geo. E. Weed, pumping out, 4 hours, $4	16 00
June.	Service tug Geo. E. Weed, pumping out, 6 hours, $4	24 00
Oct.	Service tug Geo. E. Weed, pumping out, 4½ hours, $4	18 00
Nov.	Service tug Geo. E. Weed, pumping out, 16½ hours, $4	66 00
1882.		
Jan.	Service tug Geo. E. Weed, pumping out, 20 hours, $4	80 00
Mar.	Service tug Geo. E. Weed, pumping out, 4 hours, $4	16 00
July.	Service tug Geo. E. Weed, pumping out, 4 hours, $4	16 00
Oct.	Service tug Geo. E. Weed, pumping out, 3 hours, $4	12 00

1883.			
Jan.	Service tug Geo. E. Weed, pumping out, 3½ hours, $4		$14 00
May.	Service tug Geo. E. Weed, pumping out, 4 hours, $4		16 00
Aug.	Service tug Geo. E. Weed, pumping out, 5 hours, $4		20 00
	Care and watching, from March 17, 1877, to date, 2,382 days, at $8		190,56 00
			19,068 96

MORGAN IRON WORKS,
New York, October 26, 1883.

SIR: Some time since I forwarded to the Department a bill for the wharfage and care of the United States steamship Roanoke. Up to this date I have had no information as to the disposition of said claim.

Learning that the Government has sold the vessel and that she is soon to be removed from my yards, I beg that my claim may have immediate attention and settlement.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN ROACH.

Hon. WM. E. CHANDLER,
Secretary of the Navy, Washington, D. C.

July 26, 1884, referred to Fourth Auditor.

Respectfully referred to the Chief of the Bureau of Construction and Repair for inquiry and recommendation as to the amount which may be justly due Mr. Roach for the wharfage and care of the United States steamship Roanoke.

By direction of the Secretary of the Navy.

JNO. W. HOGG,
Chief Clerk.

October 27, 1883.

NAVY DEPARTMENT, *Washington, October* 27, 1883.

SIR: Your letter of 26th instant, requesting a settlement of the bill presented by you for the wharfage and care of U. S. S. Roanoke, has been received. In reply I have to state that the Department is not prepared to adjust and pay your bill without further inquiry.

Such inquiry will be immediately made, and whatever is found to be justly due will be paid.

Very respectfully,

W. E. CHANDLER,
Secretary of the Navy.

JOHN ROACH,
Morgan Iron Works, New York City.

A.

NAVY DEPARTMENT, *Washington, November* 20, 1883.

SIR: You are appointed president of a board of which Commander W. S. Schley, U. S. N., and Naval Constructor Philip Hichborn, U. S. N., are members, to carefully examine the bill (herewith inclosed) presented by Mr. John Roach for watching, wharfage, and the care of the iron-clad Roanoke.

The board will report to the Department its opinion as to the justice of the claim, and the compensation due Mr. Roach, if any.

Very respectfully,

WM. E. CHANDLER,
Secretary of the Navy.

Capt. P. C. JOHNSON, U. S. N.,
Chief Signal Officer.

NAVY DEPARTMENT,
Bureau of Navigation, November 20, 1883.

Respectfully forwarded.

J. G. WALKER,
Chief of Bureau.

NAVY DEPARTMENT, *Washington, December* 14, 1883.

SIR: The Department has directed the commandant of the League Island Navy-yard to deliver the Roanoke to Mr. E. Stanard, the purchaser.

Whatever amount shall be found to be justly due you for protection of the Roanoke will be duly allowed and paid by the Department.

Very respectfully,

W. E. CHANDLER,
Secretary of the Navy.

JOHN ROACH,
Chester, Pa.

NAVY DEPARTMENT, *Washington, December* 15, 1883.

SIR: In compliance with your order dated November 20, 1883, a copy of which is herewith appended, marked A, we have carefully examined the bill presented by John Roach for watching, wharfage, and care of the iron-clad Roanoke, and have visited that vessel at Mr. Roach's yard.

After mature deliberation, diligent inquiry, and satisfying ourselves that his vouchers for pilotage and towage were duly authorized to be paid, we respectfully report that, in our opinion, the bill presented by Mr. John Roach (as corrected for number of days) is just, and the compensation due him from the Department should be paid, as follows:

For watching and care of monitor Roanoke from March 17, 1877, to September 24, 1883, inclusive, 2,379 days, at $8	$19,032 00
For towing Roanoke from the Brooklyn navy-yard to Chester, Pa., as per approved bill (marked B)	1,000 00
For inward pilotage, as per approved bill (marked C)	133 75
For sea pilotage, as per approved bill (marked D)	108 50
Total	20,274 25

Copies of approved vouchers for towing (marked B), for inward pilotage (marked C), and for sea pilotage (marked D), are appended.

The inclosures contained in your order are herewith returned.

Very respectfully, your obedient servants,

P. C. JOHNSON,
Captain, U. S. N., President of the Board.
W. S. SCHLEY,
Commander, U. S. N.
PHILIP HICHBORN,
Naval Constructor, U. S. N.

Hon. WILLIAM E. CHANDLER,
Secretary of the Navy.

[Morgan Iron Works, Foot Ninth street, East River, John Roach & Son, Proprietors.]

NEW YORK, *March* 12, 1877.

SIR: We have this day arranged with Messrs. Raymond & Ellis to tow the Roanoke to Chester, Pa., with one or two tugs, as you may decide, to be approved by you, for $1,000, to include the transportation of men returning. Captain Ellis will call on you to-morrow, as in consequence of another engagement for his tugs he desires to do this as early as possible.

JOHN ROACH & SON.

Commodore J. W. A. NICHOLSON, U. S. N.,
Commandant Brooklyn Navy-Yard.

B.

[Raymond & Ellis, tow-boat office, 75 South street, corner Maiden lane.]

NEW YORK, *March* 17, 1877.

Monitor Roanoke to steamer Cyclops, Dr.

For towing from Brooklyn Navy-yard to Chester, Pa $1,000

Correct.
Rec[illegible]ment.

RAYMOND & ELLIS.

NAVY-YARD, *New York, March* 21, 1877.

By orders from Navy Department, dated 3d instant, the Roanoke was towed to Chester and delivered to Mr. Roach & Son satisfactorily.

J. W. A. NICHOLSON,
Commodore Commandant.

C.

[Pilot boat Henry Cape, J. B. Merritt, agent. Office 320 Delaware avenue.]

PHILADELPHIA, *March* 17, 1877.

United States monitor Roanoke and owners to Henry Virden, Dr.

To inward pilotage, drawing 22 feet 6 inches, at $5.50 per foot	$123 75
Winter pilotage	10 00
	133 75

Approved.
Received payment.

DARRAH & ELWELL,
Per E. BERTRAM.

Pay the within pilotage to Darrah & Elwell.

HENRY VIRDEN.

CHESTER, PA., *March* 17, 1877.

I hereby certify that the U. S. S. Roanoke, drawing 22½ feet water, was piloted up Delaware Bay and River to Chester by Henry Virden.

CHAS. L. HUNTINGDON,
Commander, U. S. N.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR,
Washington, March 19, 1877.

SIR: By direction of the honorable Secretary of the Navy, the Roanoke will be kept in the condition she was when delivered to you, and nothing will be done to her nor removed from her until you are further advised.

Very respectfully,

I. HANSCOM,
Chief of Bureau.

Mr. JOHN ROACH,
Chester, Pa.

I certify the above is a true copy taken from the records of this Bureau.

H. A. GOLDSBOROUGH,
Chief Clerk.

FEBRUARY 26, 1885.

D.

NEW YORK, *March* 5, 1877.

U. S. monitor Roanoke, captain and owners, to Thomas Aitken, Pilot-boat No. 13, *Dr.:*

For pilotage to sea, 22 feet, at $4.75	$104 50
For winter months	4 00
	108 50

Received payment.

RICHARD W. RIKER.
Per JOSEPH CONWAY,
40 Burling Slip

NAVY-YARD, *New York, March* 30, 1877.

I hereby certify that Thomas Aitken is entitled to pay for piloting the U. S. iron-clad Roanoke to sea from this port. Draught of water, 22 feet.

CHAS. L. HUNTINGDON,
Commander, U. S. N.

Approved.

J. W. A. NICHOLSON,
Commodore, Commandant.

NAVY DEPARTMENT,
Office of the Judge-Advocate-General, July 12, 1884.

Respectfully referred to the Chief of the Bureau of Construction and Repair.
By direction of the Secretary of the Navy.

WM. B. REMEY,
Judge-Advocate-General.

Respectfully returned.

I am of the opinion that Mr. Roach is entitled to the award of $20,274.25 for care of the Roanoke from March, 1877, to September, 1883, as stated in the report of the Board of December 15, 1883, ordered to examine into the merits of his claim therefor.

As sections 3678 and 3690 Revised Statutes, in my opinion, preclude the payment of this claim out of the current appropriations, I would respectfully suggest that it be referred to the Secretary of the Treasury for presentation to Congress as a deficiency

T. D. WILSON,
Chief of Bureau.

BUREAU OF CONSTRUCTION AND REPAIR, *July* 12, 1884.

STATE OF PENNSYLVANIA,
County of Delaware:

I, E. C. Smith, being duly sworn, depose and say that I am agent of the Wilmington Steamship Company; that I have been many years engaged in business connected with steamboat transportation, and am acquainted with the value of wharf property and rates of wharfage, and that I am acquainted with the value of wharf property and of wharfage in the city of Chester, Pa.

I further depose and say that I know the locality occupied by the monitor Roanoke from 1877 to 1883, and that, in my opinion, the use of the space then occupied by the said monitor was worth $210 per month during that time, and that $7 per day is a very reasonable charge therefor, and that I have no interest in any claim connected with said monitor.

E. C. SMITH.

Sworn to and subscribed before me this 1st day of December, A. D. 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA,
County of Delaware:

I, Joseph McDade, being duly sworn, depose and say, I am captain of the tug George E. Weed, belonging to the ship-works of Chester, Pa., and that from August, 1877, to August, 1883, the pumping out of the monitor Roanoke was done by me with the above-named tug.

I further depose and say, the items of the expense of said pumping during that time, amounting in all to $790, are correct; that the said pumping was necessary to the care and preservation of said monitor; that during that period the said tug, when not in use, lay alongside the said monitor, that being the berth of the said tug, and that I have personal knowledge that during the entire time the said monitor was at the ship-works aforesaid, a watchman was employed night and day on the said Roanoke, namely, from the 17th day of March, 1877, to the 19th day of September, 1883; and that I have no interest in any claim connected with the said monitor.

CAPT. JOSEPH McDADE,
Tug George E. Weed.

Sworn to and subscribed before me this 1st day of December, A. D. 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA.
County of Delaware:

I, Frank S. Baker, being duly sworn, depose and say, that I am agent of the Delaware River Transportation Company; that I have been many years engaged in business connected with steamboat transportation, and am acquainted with the value of wharf property and rates of wharfage, and that I am acquainted with the value of wharf property and wharfage in the city of Chester, Pa.

I further depose and say, I know the locality occupied by the monitor Roanoke from 1877 to 1883, and that in my opinion the use of the space then occupied by the said monitor was worth $2,500 or $2,600 per year during that time.

I further depose and say, I have no interest in the claim pending for the care of said monitor.

FRANK S. BAKER.

Sworn to and subscribed before me this 1st day of December, A. D. 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA,
County of Delaware:

I, Thomas D. Nelling, being duly sworn, depose and say: I have been captain of the night-watch at the ship-works at Chester, Pa., from the 20th day of March, 1878, to the present time, and that from the date last aforesaid a night-watchman was employed continuously on the monitor Roanoke up to the 19th day of September, 1883; that such night-watchman was under my charge during all that time, and I make these statements of my own knowledge; and that I have no interest in any claim connected with said monitor.

THOS. D. NELLING.

Sworn to and subscribed before me this 1st day of December, A. D. 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA,
County of Delaware:

I, Joseph Mills, being duly sworn, depose and say: I am foreman of the boat-yards of the ship-works at Chester, Pa., and have been employed in that capacity from the 17th of March, 1877, to the present time, and that from said 17th of March, 1877, to 19th of September, 1883, the monitor Roanoke was moored at the dock of said ship-works.

I further depose and say that during the entire period last mentioned she has required, and has had, the services of a watchman night and day at the expense of the owner of the said ship-works; that from my said office of foreman all watchmen were under my general supervision, and I state the above from my own personal knowledge.

I further depose and say that the constant employment of watchmen as aforesaid was in accordance with what is usual and customary at ship-yards, and was in my opinion necessary; and that I have no interest in any claim connected with the said monitor.

JOSEPH MILLS.

Sworn to and subscribed before me this 1st day of December, 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA,
County of Delaware:

I, Samuel Lyons, being duly sworn, depose and say I am deputy collector of Chester, Pa., and reside at Chester aforesaid; that I have for many years been acquainted with the value of wharf property and the rates of wharfage, and I am acquainted with the value of wharf property and of wharfage at Chester aforesaid.

I further depose and say I know the locality occupied by the monitor Roanoke from 1877 to 1883, and that, in my opinion, the use of the space then occupied by the said monitor was worth $2,555 per year during that time, and that $7 per day is a very reasonable charge therefor.

I further depose and say I have no interest in any claim connected with the said monitor.

SAMUEL LYONS.

Sworn to and subscribed before me this 1st day of December, A. D. 1885.
[SEAL.] J. WALKER LINDSAY,
Notary Public.

STATE OF PENNSYLVANIA,
County of Delaware:

I, Edward Faron, being duly sworn, depose and say, that from the year 1874 to the present time I have been engaged in business in the ship-works of John Roach and John Roach & Son, and have been acquainted with the business carried on at said ship-works; that during the year 1877, and from that time to the present, I was engaged in said business in the capacity of superintendent, and during all the time aforesaid I have been well acquainted with the manner in which said business has been conducted, and have given particular attention to the subject of the construction and repair of naval vessels of the United States at said ship-works.

I further depose and say, that within the time a number of United States vessels have been sent by order of the Navy Department to the said ship-works for repair, and that during all that time it has been not only the usual but the invariable usage that the Government has ordered vessels to and from the said ship-works at the will and discretion of the Navy Department; that during nearly all that time a greater or less number of United States vessels have been moored at the said ship-works by orders of the Navy Department and at its direction, and as served the convenience of the Government; and that in all instances said vessels have been taken to and removed from said ship-works at the direction of the Navy Department and without direction from the owners of said ship-works.

I further depose and say, that after the U. S. monitor Roanoke had been placed in said ship-works, in pursuance of an order of the Navy Deparement, with instructions that parts of her be used on the Puritan, and after the order of March 19, 1877, was addressed by the Chief of the Bureau of Construction and Repair to Mr. Roach, referring to the Roanoke, and directing that "nothing will be done to her nor removed from her until you are further advised," the said John Roach & Son, as in duty bound, awaited further advice from the Navy Department as to what should be done in regard to the Roanoke, and in the meantime the Roanoke was in the said ship-works in the care and custody of the said John Roach & Son by order of the Government, and upon receipt of said order of March 19, 1877, and from that time forward, the said John Roach & Son without advice on the subject, were put to the expense of the care and custody of the Roanoke, the Government and its officers well knowing that the said Roanoke was being held in pursuance of said orders of the Navy Department at an expense to the said John Roach & Son.

And I further depose and say, that after the said John Roach & Son had incurred great expense in the care and protection of the said Roanoke, was still in their possession, the United States, by its officers of the Navy Department, and the said John Roach & Son, mutually agreed, in settlement of all questions in regard to said Roanoke, that the said Roanoke should be turned over to the Government without delay; and that the said John Roach & Son should be paid the reasonable value of the care and protection theretofore bestowed by them on the said Roanoke; and the Secretary of the Navy, in pursuance of the said agreement, thereupon, by his letter of date December 14, 1883, agreed in writing that whatever amount be found to be justly due to the said John Roach & Son for the said care and protection of the Roanoke should be paid; and in consideration thereof the said Roanoke was delivered to and received by the Government on the day last aforesaid.

EDWARD FARON.

Sworn to and subscribed before me this 19th day of January, A. D. 1886.

J. WALTER LINDSAY.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 28, 1887.—Ordered to be printed.

Mr. WHITTHORNE, from the Committee on Claims, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill S. 3318.]

The undersigned do not concur in the report of the committee. The reasons of dissent thereto are submitted as follows:

The first item of the claim is for alterations in the plan of the building of the Puritan, and is stated in the language of the majority as follows:

In the year 1875 the Navy Department contracted with John Roach for the construction of the iron frame of the monitor Puritan, in accordance with certain plans and specifications agreed upon, for the sum of $155,000; and said work proceeded in pursuance of said contract under the immediate personal supervision of Naval Constructor R. W. Steele, and said Roach in all respects complied with said contract, as appears from the records. But in the progress of the work and after it was far under way the Navy Department decided to use heavier armament than was originally contemplated, and in the year 1876 the Secretary of the Navy decided that public exigency required a change of the plan and an enlargement of the iron frame, and ordered the said Roach and the naval constructor to complete the iron frame one foot higher than was originally specified, furnishing at the same time a plan showing one foot additional elevation, at the same time agreeing to pay the additional cost thereof. Said Roach constructed the iron frame in accordance with said order and new plan, and the itemized account attached hereto sets forth in detail the exact quantity of additional material and labor required and used on account of the change of plan, which, according to the evidence and the finding of a naval board, and the approval of the Navy Department, amounted to $38,840.40, exclusive of all profits.

To this it is replied, in the first place, that no legal contract for the building of the monitor Puritan was ever made. Secondly, accepting the fact that there was an agreement between the Secretary of the Navy and John Roach, no plans or specifications were on file in the Navy Department or any of the Bureaus thereof, and the assertion in the majority report that "the Secretary of the Navy decided that public exigency required a change of the plan and enlargement of the iron frame, and ordered the said Roach and the naval constructor to complete the iron frame 1 foot higher than was originally specified, furnishing at the same time a plan showing 1 foot additional elevation, at the same time agreeing to pay the additional cost thereof," is not true; such order and agreement are not shown to exist by any record of the Department, nor is it established by any competent parol testimony.

It is remarkable that no date is given to this alleged order and agreement. A reference to the relations of Mr. Roach with the Navy Department in regard to the building or rebuilding of the Puritan will *show at* [illegible] *d every step taken in regard thereto that the requirements* of the

law in the making of contracts were violated and disregarded. The undersigned states it as a sound legal proposition, that he who deals with a public officer, or indeed any agent or attorney, with a knowledge of the powers conferred by the principal upon that agent or attorney, must deal with a public officer and such agent within the limits of the law and the authority conferred, and a departure therefrom is at his peril.

And, again, the undersigned state that a party dealing with such agent outside and beyond authority stands in no position to claim any damage which he may incur by reason of such dealing. It may be admitted, however, that such party, as against the principal who receives a benefit therefrom or ratifies such a legal act, may be held to account, but then only to the extent of the benefit received.

Tracing the history of the various contracts, so called, made by Mr. Roach with the Department in relation to the Puritan, it will be seen that in its construction each contract, so called, was independent and might have from their mode of making been performed by separate parties. The hull was first contracted for, and if any just claim for the alteration existed it should have been settled and determined when that contract, so called, was closed by final payment. If any such claim existed then was the time for Mr. Roach to have made it. No evidence exists of such presentation.

Again upon the 3d day of March, 1877, in the last hours of an expiring administration, Mr. Roach enters into an agreement with the Navy Department, not in conformity to the law but in disregard of it, "to complete the Puritan in all respects ready for sea," upon terms proposed and for a given sum. Now it is claimed, although this agreement was suspended by Secretary Thompson, that subsequently the Congress of the United States, in directing the completion of the Puritan in accordance with this agreement with Mr. Roach, ratified the previous contracts or accepted the benefits of the previous work of Mr. Roach. It is submitted that if this proposition be sound, then Mr. Roach having made it with a knowledge of the alterations made in the vessel, he is estopped and concluded from now seeking any claim for such previous work done by him.

Again, whilst it is stated that the alterations upon the Puritan were made by order of the Secretary of the Navy in 1876, and that in 1883 a board of naval officers, organized under order of the then Secretary of the Navy, Hon. William E. Chandler, reported in favor of this claim. Now, it is remarkable that it does not appear that at any time during the control of the Navy Department by the Hon. R. W. Thompson and the Hon. William H. Hunt that this claim was made and not presented until Mr. Chandler was Secretary of the Navy. Why this delay? If Mr. Roach had a legal claim why not have appealed to these Secretaries, to Congress, or to the courts? That the nature and character of this claim may be fully understood, the undersigned herewith submits an official report made on June 4, 1878, to the Hon. R. W. Thompson, Secretary of the Navy, by John Lenthall, naval constructor, United States Navy, and B. F. Isherwood, chief engineer, United States Navy.

Now, a reference to said report will show that Mr. Roach, in making his so-called contract of March 3, 1877, in relation to the Puritan, agreed to accept in payment of that contract the United States steamer Roanoke at the sum of $20,000, the same to be credited upon his contract with the privilege of utilizing any of the material taken therefrom which could be used on the Puritan, and when the vessel was stripped then to pay the price to be arbitrated for the hulk. In hot haste Mr. Roach

towed the Roanoke (then at the New York navy-yard) to his yard at Chester, Pa., it is believed with a view of embarrassing the future Secretary in dissolving the alleged contract.

Immediately upon entering his office as Secretary of the Navy the Hon. R. W. Thompson suspended the execution of this so-called contract for the completion of the Puritan and ordered Mr. Roach to "keep the Roanoke in the condition she was when delivered to you." Mr. Thompson suspended these contracts for the reason that they were in violation of the law; that there was no money appropriated to meet the liability thus incurred. His reasons will be fully seen by reference to his report to the President and submitted to the first session of the Forty-fifth Congress. It will be seen by reference to these so-called contracts that they were made subject to "future appropriations" by Congress, and so were palpably made with the knowledge that the law was being violated. The attempted sale of the Roanoke was begun and made in open and direct violation of the law. But it is a fact that at each session of Congress appeals were made for appropriations to complete this and other monitors, and Mr. Roach was waiting upon and soliciting appropriations according to said alleged contract. Now, without it being alleged that any damage has resulted to Mr. Roach, or that any benefit has been derived by the United States, his large claim for dockage for this vessel under these circumstances is, in the opinion of the undersigned, in the nature of an outrageous demand. It is proper to say that the Roanoke was sold in November, 1883, for $45,070.

Persuaded, as the undersigned are, that a careful study of the report of Messrs. Lenthall and Isherwood will show (1) that the alleged alterations made by the contractor involved such other departures from the original plan as taken altogether were beneficial to the contractor, and that on the whole no just or equitable grounds exist for this claim, they feel it to be a duty to dissent from the report of the majority.

W. C. WHITTHORNE.
JAMES K. JONES.
GEO. GRAY.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR,
June 4, 1878.

Hon. R. W. THOMPSON,
Secretary of the Navy:

SIR: In conformity with your instructions of the 24th and 27th of May, 1878, to the undersigned, directing us to examine the plans and specifications for, as well as the order directing the building of, the Puritan, and also the reports of the boards that recently examined that vessel, as requested by the Hon. W. C. Whitthorne, chairman of the Naval Committee of the House of Representatives, in his letter of the 13th of May, 1878, addressed to the Hon. Secretary of the Navy, with the view that we should report our professional opinions and judgments on the following points:

"Were such plans and specifications properly drawn, and at proper time, and so as, 1st, To secure an efficient and complete vessel of war of that class; and, 2d, So as to guard and protect the interest of the Government; and, 3d, Will said vessel, built according to original plans and specifications, or subsequent changes made therein, prove an efficient one?"

We have the honor to state that after a careful examination of all the documents and evidence available on the subject, in making which we have been afforded every facility by the Bureaus of the Navy Department, we respectfully submit the following report:

The original Puritan was designed in 1862 by John Ericsson, who was also the contractor for her construction as an iron monitor, with a battery of four 16-inch wrought-iron guns, placed in two turrets, each of which was 24 feet in inside diameter, 9 feet 9 inches high, and composed of plates of iron having an aggregate thickness of 15 in[illegible]ing the turret-shell 15 inches thick, and entirely of iron, with a pilot-

house 8 feet in interior diameter and 12 inches in thickness. The side-armor was laminated, and composed of six iron plates, each 1 inch thick, making an aggregate thickness of 6 inches, which was re-enforced additionally with 3 iron stringers, each 4½ inches thick and 7½ inches deep, inserted in an oak backing 27 inches thick. This thickness of armor and backing was maintained from stem to stern. The armor-plating on the upper deck was 1½ inches thick, composed of two plates.

The hull was 291 feet long from the fore side of the stem to the aft side of the stern-post, and 341 feet in extreme length. The extreme breadth over the armor was 50 feet, and the molded breadth of the hull proper was 42 feet. The depth of the vessel amidships, at the side, from the lower side of the garboard-strake to the upper side of the upper-deck armor-plating, was 22 feet 1½ inches.

Both the berth and upper decks were of wood.

This vessel was received, under an act of Congress, in an unfinished state, and by House of Representatives Executive Document No. 280, of the second session of the Fortieth Congress, it appears there had been paid for her, up to the time of her reception, $1,974,622.93.

On November 29, 1873, Mr. Thomas Rowland, the well-known builder of iron ships at Brooklyn, proposed to the Navy Department to complete the Puritan, hull, machinery, and all appurtenances, ready in every respect for service, increasing the depth 1 foot, and substituting iron beams and decks, for the sum of $353,000, receiving in addition the old material left after completion.

The next action in regard to this vessel was an examination, dated the 14th of February, 1876, to which reference will again be made.

The origin of the new Puritan appears to be an offer made to Mr. Hanscom, dated December 3, 1874, by Mr. John Roach, of Chester, Pa., to put in frame an entirely new vessel of that name, with the following dimensions, viz: Length, 260 feet; breadth, 60 feet; total depth, 18 feet 9 inches. That is to say, Mr. Roach offers to erect the frame, garboard-strakes, keelsons, floors, and deck-beams, making the structure completely ready to receive the internal and external plating, the internal fittings, deck-plates, and side-armor, for the sum of $155,000, in addition to which he was to be furnished by the Government with three tons of wrought-iron scrap for every ton of new iron he used in the work; the $155,000 being for the labor alone.

We find nothing previous to this proposal explanatory of how it came to be made.

On December 12, 1874, nine days after the above offer was made, Mr. Hanscom accepts it, with the statement that when the exact dimensions of the new vessel are ascertained a fuller and more explicit acceptance will be sent.

On April 7, 1875, about four months after the acceptance of Mr. Roach's offer, the more explicit letter promised is written to him by Mr. Hanscom, as follows:

"NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR,
"*April* 7, 1875.

"SIR: Referring to your proposition of December 3, 1874, accepted by Bureau's letter of December 12, 1874, to perform all the labor necessary to put in frame an iron-clad monitor in accordance with the drawings and specifications, and in the same manner as is being done with the Terror class of vessels, for the sum of $155,000; the work to be done and the terms are substantially as follows, that is to say: you are to erect the frame, garboard-strakes, keelsons, floors, deck-beams, making the structure complete in readiness for the internal fittings, deck-plating, side-armor, &c.

"The understanding is that the work to be performed by you embraces stem and stern post, the intercostal plates, with all the necessary passages for water-courses and ventilation, all ledges and carlings for hatches, deck-pipes, turret-beds, and shaft; all work for propeller-shaft connected with the frame of the vessel, and all other work except the internal and external plating; that you shall paint with metallic paint or red lead all work requiring the same composing the frame of the vessel, or the repairing of the Puritan double-turreted monitor. The iron that you will furnish for this work will be of the best quality of 'charcoal iron,' and have a tensile strength of 60,000 pounds per square inch, for which the Government will pay by delivering to you three pounds of old or scrap iron for each pound of new iron used.

"And by this proposition it is to be further understood that, in making any further contract or agreement for the completion of the repairs of the Puritan, no disadvantage to the Government shall occur by having the vessel on the stocks in your yard; but if it shall appear that a higher price is demanded for completing the work still to be done than, in the opinion of the Department, should be paid therefor, the Government shall have the right to bargain with any other party to go into the yard and do the remainder of the work required to complete the repairs of the said monitor.

"Please signify in writing your acceptance of this proposition.

"Payment to be made in the same manner as for the Miantonomah.

"Respectfully, your obedient servant,

"I. HANSCOM,
"*Chief of Bureau.*

"JOHN ROACH, Esq., Chester, Pa."

On the same day, that is, April 7, 1875, Mr. Hanscom makes the further proposal to Mr. Roach that he shall finish the iron hull and deck-armor of the Puritan, now at his yard; that is to say, he shall do, in addition to what was included in the first proposal, all the inside and outside plating, all fore-and-aft and athwartship bulkheads, turret-bulkheads, wing-passing bulkheads, foundations for motive engines, boilers, turret machinery, and blowing-engines, alley-ways, coal-bunkers, foundations and gearing complete for turrets, pipes and ventilators required for blowing-engines, deck-armor complete, composed of two courses of one-inch thick iron, ship's pumps and hand-pumps, hatchways complete, iron ventilators, hawse-pipes and chain-pipes, boat-davits, painting and cementing all parts requiring painting and cementing, &c. But neither side-armor, armor-backing, deck-outfits, nor wood-work are embraced in the work to be done, nor is Mr. Roach to furnish any of the material for the above work. For the above labor alone, Mr. Hanscom offers Mr. Roach the sum of $207,000, in ten equal payments, as the work progresses, with a reservation of 20 per centum from each payment until its completion and acceptance.

To the above proposals of the same date (April 7, 1875), addressed to Mr. Roach at Chester, he replies as follows:

"CHESTER, PA., *April* 10, 1875.

"SIR: Your proposition to me of the 7th April, confirming your former letter of December 12, 1874, for performing all the labor necessary to put in frame and repair the double-turreted monitor Puritan, for $155,000, is accepted; and for this sum I agree to do all the labor to complete the work as specified, and I will further furnish the iron of the quality required, and receive in payment therefor three pounds of wrought-iron scrap for each pound of new iron used.

"I am, sir, yours, respectfully,

"JOHN ROACH.

"Chief Naval Constructor ISAIAH HANSCOM, U. S. N.,
"*Chief of Bureau of Construction and Repair, Washington, D. C.*"

"CHESTER, PA., *April* 10, 1885.

"SIR: Your proposition to me of the 7th April, to finish the hull and deck armor-plating of the double-turreted monitor Puritan, for two hundred and seven thousand dollars ($207,000), is accepted; and for this sum I agree to do all the work therein specified, it being understood that neither side-armor, armor-backing, deck-outfit, nor wood is embraced in the work to be done, and that no materials are included in the proposition.

"I am, sir, yours, respectfully,

"JOHN ROACH.

"Chief Naval Constructor ISAIAH HANSCOM, U. S. N.,
"*Chief of Bureau of Construction and Repair, Washington, D. C.*"

It will be observed that Mr. Roach furnishes in his original proposition of December 3, 1874, the dimensions of the vessel to be built, which Mr. Hanscom at once accepts, without knowing whether these dimensions are suitable, because, in his reply of December 12, 1874, he states that when the exact dimensions are ascertained he will send a fuller and more explicit letter of acceptance. But in that more explicit letter, dated 7th April, 1875, no reference is made to dimensions, and he merely reiterates his acceptance of Mr. Roach's original proposition.

In this so-called explicit letter the work proposed is called "*repairs* of the said monitor," whereas it is evident that the work was really the construction of an entirely new ship of different dimensions, the original vessel remaining intact for more than a year afterward, no survey having ever been made of her; and it will be seen that at the time this work was called repairs of the Puritan, there existed an unaccepted offer from a respectable firm to complete the unfinished original Puritan for a comparatively small sum.

It will be observed that this second proposal of April 7, 1875, was volunteered by Mr. Hanscom to Mr. Roach; that the latter was not asked for what sum he would perform the work described, nor were any tenders invited from other parties. A round sum is at once offered to Mr. Roach, who as unhesitatingly accepts it.

The emptiness of the stipulation made by Mr. Hanscom in his first proposal, dated April 7, 1875, that in case Mr. Roach's terms for completing the vessel should, in the opinion of the department, be too high for approval, the Government shall have the power to bargain with other parties for such completion, those parties having the right to perform the work on Mr. Roach's premises, is shown by the fact that on the very

day of the above stipulation the second agreement was made with Mr. Roach to complete the vessel.

Such a subdivision of a contract as the above could never be recommended by any person having the interest of the Government in view, because it places that interest wholly at the will of the first contractor; for no party could propose for the completion of a vessel on the premises of another, except at so great a disadvantage as to place the new work entirely in the power of the first contractor.

It is impossible to avoid in this connection the reflection that agreements to pay for new materials with old iron taken from ships broken up for that purpose, must be objectionable from inaccuracy of measurement and open to abuse. We are of opinion that barter is not a proper mode of conducting public business; it is neither advantageous to the Government, nor economical; and old materials can be more profitably disposed of by sale or use.

In these agreements for building the new Puritan, the usual form of contracts has been departed from, and no provisions are found protecting the public interest by either securities or penalties for non-fulfillment, or in any other manner. Nor were there detailed specifications or plans defining the quantity, character, and quality of the work, by which inspecting-officers might be guided. The contractor was to receive a certain sum, but what the Government was to receive in return was left almost entirely to his discretion.

The contractor incurred no responsibility for the suitableness or for the successful performance of the vessel; no mention was even made of such in either the proposals or acceptances; and the inspecting officer, having numerous other vessels to inspect at the same time at widely separated places, could have given the Puritan but little attention, however willing or capable he may have been. The Government interest was, in fact, entirely surrendered into the hands of the contractor, who had no liabilities whatever.

It may astonish many to learn that an iron-clad monitor of such large dimensions, that would probably cost over $2,000,000, and which required for its successful construction much study and calculation, more indeed than are needed for vessels of other type, should have been instantly undertaken, without any of these preliminaries, and when there was no necessity for haste.

We next find in the order of date the following letter:

"NAVY DEPARTMENT,
"BUREAU OF CONSTRUCTION AND REPAIR,
"*February* 5, 1876.

"SIR: A board consisting of yourself as senior officer, and Naval Constructor Frank L. Fernald and Assistant Naval Constructor John B. Hoover, is hereby appointed to examine the hull of the iron-clad steamer Puritan, and ascertain the merits of that vessel, and recommend what, in the opinion of the board, should be done to insure her the necessary displacement to carry four XV-inch guns, or their equal, in turrets, and have a protection in armor-plating equal to 14 inches of solid iron. Draught of water to be not over 17 feet, with 36-inch freeboard; and to have steam power sufficient to propel her 12 knots for at least twelve consecutive hours, and carry coal for six days' full steaming; 4,206 tons being the present displacement, the board will estimate the cost, in addition to the materials which may arise from the hull if broken up, to complete the vessel for sea.

"Very respectfully, your obedient servant,

"I. HANSCOM,
"*Chief of Bureau.*

"Naval Constructor EDWARD HARTT, U. S. N.,
"*Bingham House, Philadelphia, Pa.*"

"PHILADELPHIA, PA., *February* 14, 1876.

"SIR: In obedience to your order of the 5th instant, we have examined the hull of the iron-clad Puritan, and submit the following report:

"We find the iron portion of the hull nearly completed; side armor on; all of the main-deck and a portion of the berth-deck laid (both of which are very badly decayed), boilers in, and, as far as we are enabled to judge, about two-thirds of the weight of the engines on board; also, several of the blowers and blower-engines and part of the turret-gear. Her draught of water in this condition is 10 feet forward and 18 feet 10 inches aft, with a displacement to this draught of about 2,960 tons.

"We estimate the weight yet to go on board, to complete her for sea according to present plan, at about 1,900 tons, including stores, making a total displacement of 4,860 tons, which will require a mean draught of 20 feet 8 inches, or thereabouts, leaving a freeboard of only 16 inches, with a surplus displacement of about 460 tons. It

is therefore impossible to increase the thickness of side armor to 14 inches, and to add another turret, with two 15-inch guns, with ammunition for the same, and to provide room for the necessary number of men to work the extra guns, and also storage for additional provisions, stores, &c., corresponding thereto, without making very extensive changes in the original design and construction of the present hull at a very large expense.

"The extreme length of the Puritan (332 feet), together with her heavy draught of water, small armament, and limited defensive power, preclude the possibility of her being, if even completed as originally designed, an efficient vessel for harbor defense or for other war purposes; and it is unreasonable to suppose that, if the necessary alterations were made, in order to enable her to carry the additional weight, she would draw less water, have more speed, or be handier in her movements.

"We are therefore constrained to believe that it is inexpedient to expend any more money upon this vessel, but that it is for the best interest of the Government to rebuild her, and to use such portion of the old material as may be found suitable.

"It is our opinion that the dimensions of a vessel to meet the requirements contained in your letter should be about 280 feet long, 60 feet wide, and 20 feet deep from top of main-deck plating (at side) to base line, and to have a displacement of at least 6,000 tons to a draught of 18 feet, and to be similar in design to the Terror and class, now rebuilding, but of increased structural strength, in order to carry heavier armor.

"We estimate the cost of such a vessel, exclusive of the material in the present hull as it lies, and also exclusive of armament and stores of all kinds, but otherwise ready for sea, at thirteen hundred and ninety-five thousand dollars ($1,395,000).

"We are, respectfully, your obedient servants,

"EDWARD HARTT,
"*Naval Constructor.*
"F. L. FERNALD,
"*Naval Constructor.*
"JOHN B. HOOVER,
"*Assistant Naval Constructor.*

"Naval Constructor ISAIAH HANSCOM,
"*Chief of Bureau of Construction and Repair, Washington, D. C.*"

From the foregoing order of Mr. Hanscom, dated the 5th of February, 1876, to a board of naval constructors, it appears that not until about fourteen months after the agreement to build the new Puritan were measures taken to ascertain whether the old unfinished Puritan could be completed with solid side-armor 14 inches thick, and steam machinery sufficient to propel her at 12 knots per hour for at least twelve consecutive hours, carrying coal for six days' full steaming, and mounting four 15-inch guns in two turrets. Mr. Hanscom, it will be observed, required in this vessel a thickness of 14 inches for the side-armor, while the much larger vessel he was then building by her side, to supersede her, was to have only 12 inches thickness of side-armor.

In the foregoing report of the Board of Naval Constructors, dated February 14, 1876, made in response to Mr. Hanscom's order of Febuary 5, 1876, it is stated that the old Puritan, completed as originally intended, would have a freeboard of 16 inches, but could not carry the additional weights proposed by Mr. Hanscom; the board therefore condemned her, and recommended the building of a new vessel that would meet the requirements in the above order of Mr. Hanscom. By a singular coincidence, this board recommends for the new vessel then before them, the identical length, breadth, depth, and displacement to a specified draught of water of the new Puritan, for which Mr. Hanscom had made a contract about fourteen months previous, and whose construction had so far progressed that large bills had been presented and paid for labor alone.

The length, 280 feet, which the board suggests for the new Puritan, is 20 feet more than that proposed by Mr. Roach, in his original offer of December 3, 1874, and is precisely the length of the new vessel then actually in process of construction. And, more singular still, this board recommends a depth of vessel exactly the same as that to which the new Puritan had been increased, long after her building had commenced, and previous to this time, just as though the suggestions had been furnished to the board for this occasion. Such coincidences cannot be accidental, and must have been designed to meet special purposes, which seem to be the indorsement of the new vessel, with its covert alterations, and the condemnation of the old one.

The decayed wooden decks of the Puritan, mentioned in the above report, were not a sufficient reason for condemning some ten or twelve other monitors in similar condition, all of which were repaired in the proper sense of that word, and four of them by Mr. Roach.

Touching the requirements of Mr. Hanscom, in his letter of instructions dated February 5, 1875, the board, in their reply, say: "It is unreasonable to suppose that if the necessary alterations were made, in order to enable her to carry the additional weights, she would draw less water, have more speed, or be handier in her movements. To this the board might have added, they were *absurd*."

No work had been done upon the old Puritan after her reception by the Government in 1864, until she was cut up by Mr. Roach at his establishment in Chester, Pa. His bill for that labor is dated September 2, 1876, and amounts to $6,000, being for cutting up 1,000 tons of iron, at $6 per ton. The weight of iron in the hull and side-armor was 1,660 tons; and as the usual waste in such work does not exceed 10 per centum, there appears the extraordinary discrepancy of about 490 tons between the weight of iron in Mr. Roach's bill and the weight put in the vessel.

Besides the above weight of hull and side-armor, there were in and elsewhere belonging to the Puritan 1,670 tons of metal, comprising the motive engines, boilers and appurtenances, portions of turrets, pilot-house, and impregnable chimney, and the whole of the deck-armor.

The following extract from a report addressed on the 15th February, 1877, to Mr. Hanscom by Chief Engineer A. Henderson and Naval Constructors F. L. Fernald and Robert W. Steele, shows the progress made at that date in building the new double-turreted monitor Puritan:

WASHINGTON, D. C., *February* 15, 1877.

"SIR: * * * * * *

"Puritan, rebuilding under contract with John Roach at Chester, Pa., contract of April 7, 1875, for frame, &c., completed. Contract of April 7, 1875, for plating, &c., $\frac{9}{10}$ completed. Boilers being built.

"Such progress has been made on these contracts that the above work can be completed in one month, and the boilers in four months, and we would estimate the cost of completion of this vessel to be—

"For hull and equipments	$997,642
"For engines and appurtenances	420,000

"This vessel, when completed under the designs of the Bureau of Construction and Repair, will be the most powerful vessel ever owned by the Government, and equal in strength of attack and resistance to any yet built by foreign powers and as yet put in commission. The advanced state of the vessel will permit her to be completed in eighteen months, with the facilities of the establishment of John Roach, at Chester, Pa., for doing work of this character.

"In recommending the completion of this vessel the board have in view the fact that it will put in the possession of the Government the Miantonomoh and Monadnock of their class, one on the Atlantic, the other on the Pacific coast, and the Puritan of this class will add to the defense of our eastern harbor a greater strength than any other expenditure of money could possibly give. This is the only vessel of the kind that the Government can possibly procure for years, and as a large part of the work is already done, and as the three-turreted iron-clad Roanoke, now in New York Harbor, has been condemned as unfit for even temporary use in the defense of that, the largest commercial city in our country, we are of the opinion that the Puritan should be finished as soon as possible.

"We have to make the following recommendations as for the best interests of the Government, viz, that as the old material of armor-plating, turrets, and machinery of the Roanoke cannot be used for any available purpose by the Department, it could, in our opinion, be most economically utilized in the completion of the Puritan. To dispose of the Roanoke by auction, or to break up the vessel in the navy-yard, would hardly yield greater value in old material than would pay the cost of so doing.

"In making the above estimates, the board have taken into consideration the great cost of making solid armor plates, &c., of the general dimensions designed for these vessels, and as made for the largest iron-clads of European countries.

"Very respectfully, your obedient servants,

"A. HENDERSON,
"*Chief Engineer, United States Navy.*
"F. L. FERNALD,
"*Naval Constructor, United States Navy.*
"ROBT. W. STEELE,
"*Naval Constructor, United States Navy.*

"Chief Constructor ISAIAH HANSCOM, U. S. N.,
"*Chief of Bureau Construction and Repair, Navy Department, Washington.*"

Passing over the laudation by the above board of the unfinished new Puritan, which strongly contrasts with the results of her final examination, to which we shall hereafter refer, we may say the assertion of the board that "to dispose of the Roanoke by auction, or to break her up in the navy-yard, would have hardly yielded greater value in old material than would pay the cost of so doing," is not sustained by the experience of the Government, which has found, under even unfavorable circumstances, the value of the old materials derived from breaking up a vessel built in a navy-yard, as the Roanoke was, considerably greater than the cost. Nor was it for the best in-

terests of the country, though so stated by the board, that the old material of armor-plating, turrets, and machinery of the Roanoke should be taken to complete the Puritan. It was of more value to the Government to be used or worked over in the navy-yards, than to be bartered in the manner recommended. The materials taken from old ships are altogether such as the Navy requires, and much of it can be used again with little or no reworking; and when it does require to be changed in form, the Government, in its navy-yards, has better means and appliances for doing the work than private parties.

An order dated January 22, 1876, now appears from Mr. Hanscom to the commandant of the navy-yard at League Island, "to deliver the old Puritan to Mr. John Roach for the purpose of rebuilding the same at his ship-yard at Chester." This was followed by a telegram to "suspend the delivery of the Puritan to John Roach until further instructions." Finally, Mr. Hanscom sent the following order:

"NAVY DEPARTMENT,
"BUREAU OF CONSTRUCTION AND REPAIR,
"*January* 29, 1876.

"Referring to the Bureau's letter of the 22d and telegram of the 24th instant, relative to the Puritan, the Department now directs that that vessel be turned over to Mr. John Roach, for the purpose of being rebuilt by him at his yard in Chester, which please have done.

"Instructions with regard to the disposition of the steam-machinery of that vessel will, it is understood, be forwarded to you by the Bureau of Steam-Engineering.

"Respectfully, your obedient servant.

"I. HANSCOM,
"*Chief of Bureau.*

"Capt. C. H. WELLS, U. S. N.,
"*Commandant Navy-Yard, League Island.*"

On February 3, 1876, the old Puritan was towed to the works of Mr. Roach, at Chester. It is learned from the superintending constructor that in the month of March following this vessel was being cut up, but we can find no order on the records authorizing it.

Soon after the report made on February 15, 1877, by the board composed of Chief Engineer Henderson and Naval Constructors Fernald and Steele, Mr. Roach addressed a proposal to Mr. Hanscom for the completion of the Puritan, as follows:

"NEW YORK, *February* 27, 1877.

"SIR: Understanding that a board of officers have assembled at my works at Chester for the purpose of ascertaining the cost of the completion of the United States iron-clad Puritan, there rebuilding, I would state that after the consideration of the expense of making the heavy armor, new turrets, &c., for this vessel, I would submit the following proposition for the consideration of the Department:

"I will agree to complete the work, under the cognizance of the Bureau of Construction and Repair, not included in my existing contracts, to the entire satisfaction of the Government, in accordance with the plans to be by them furnished, of the same general design as the Miantonomoh, but of the increased dimensions suitable to this larger vessel, to build her new turrets and side armor and bolting, the armored smoke-pipe and pilot-house, complete, for the sum of $825,000.

"To furnish all the details in general, as set forth in the accompanying list, for the further sum of $245,000, and finish all the above in eighteen months.

"As a large portion of the turret-engines and ventilating-machinery, with general fittings, &c., of the Roanoke, which vessel has been condemned, can be utilized in the rebuilding of the Puritan, I will agree to receive any such parts at a fair valuation, to be determined by a board of officers, and also to receive any old material from that ship, at fair market rates, to be worked over and used in the finishing of said ship; and after the removal of all the above, I will give for the hulk so stripped the sum of $18,000.

"Respectfully,

"JOHN ROACH.

"Naval Constructor I. HANSCOM, U. S. N.,
"*Chief of Bureau of Construction and Repair, Navy Department.*"

The list of details to be furnished for the further sum of $245,000, referred to in the above letter of Mr. Roach, dated February 27, 1877, we cannot find on the files of the Bureau; it is not known, therefore, what it contains. But the aggregate sum stated in that letter is $1,070,000 for the completion of the vessel ready for service.

The above proposal by Mr. Roach to complete the work to be done on the Puritan, coming under the cognizance of the Bureau of Construction, and not covered by his [illegible]cts, with the exception of turrets and appurtenances, is replied to un-

der date of March 3, 1877, by Mr. Hanscom, who enumerates in detail the work still to be done to complete the Puritan, among which were the following: To furnish and put on the side armor-backing of white oak; to build an iron house on the upper deck; to put on a wooden deck of yellow pine 4 inches thick; to frame and make hatches above and below; to do all joiner and carpenter work on upper and lower deck; to furnish furniture; to make and put up pilot-houses and appurtenances, armored smoke-stack and air-ventilators, together with all fittings and appurtenances complete; to furnish, put up, and fasten side-armor of 12 inches thickness, and of the required length and breadth; to furnish cranes and davits; all plumbing work to be done; magazines, shell-rooms, and light-rooms to be lined with lead, iron, or tin; painting throughout; one iron steam launch and six wooden boats; steam-heaters; shot and shell elevating apparatus and cranes; fittings for anchors and cables, &c. The vessel, in fact, to be made complete and entire, ready for officers and men and for sea service. The Government to furnish the galleys and the steam-steering apparatus and windlasses, but the contractor was to fit them.

Mr. Hanscom, after the above general enumeration, proceeds to say: "It is deemed by the Department and Bureau of the highest importance that the Puritan, which when completed will be the most powerful iron-clad vessel of the Navy, and is greatly needed for the protection of the harbors of the Atlantic coast, should be put in such a state of progress toward completion that she could, if an emergency should arise, be got ready for sea within a short time, and this necessity (a due regard being had for the best interests of the Government) is deemed sufficient by the Department to justify the making of any legal contract whereby that end may be accomplished.

"The Department, therefore, consents to allow you to commence the work of completing the Puritan, so far as herein specified, upon the following conditions, viz: That the work to be done by you upon the said vessel shall embrace all work of every description required to complete her ready for sea service, except the turrets and appurtenances, whether embraced in your proposition or specified in this letter or not, and that the omission herein of any detail or object necessary to so complete her will not be to the detriment of the Government, but that she shall be fully completed so far as herein specified for the sum to be herein named, and no extra bill or claim upon her for the work heretofore specified shall be allowed or paid.

"Further, that the work, as above shall be done and fully completed by you for the sum of $483,934, divided into twenty equal payments, to be made as the work progresses and as appropriations may be made by Congress and become available for the purpose; 10 per centum, however, of the amount of each payment to be reserved until the entire work shall have been completed according to the plans and specifications to be furnished by the Department, and to its full and entire satisfaction. It being understood that this qualified acceptance of your proposition does not bind the Government to pay parties entering into contract for this work, except after appropriations are made for the purpose."

As regards the second part of Mr. Roach's proposition relative to the Roanoke, Mr. Hanscom proceeds: "That this vessel having been condemned by a board of naval officers as unfit for repairs, she will be delivered to Mr. Roach at Chester by the Department, the valuable parts which can be utilized without change to be removed by Mr. Roach, and used by him in the Puritan; the value of such parts to be appraised and valued by a board of such officers as may be assigned to the duty, subject to the approval of the Department." The remaining material was also to be removed from the hull by Mr. Roach, to be worked over as he chose, and to be weighed and valued at fair market rates, to be fixed and agreed upon by the Department. The hull, after being thus stripped, was to be taken by Mr. Roach for $20,000. This sum and the values of the worked-over material and of the parts of the Roanoke used without change were to be deducted from the contract price of the Puritan.

If, from any cause, Mr. Roach should be unable to finish the Puritan, appropriations having been made for the purpose, the Government was to have the right, after two months' notice, to enter upon and take charge of the vessel, and to complete it at Mr. Roach's expense, charging to him any excess of cost over the stipulated price.

Mr. Hanscom then remarks as follows:

"The fact that the time of payment for doing the work herein specified or referred to cannot be stated with certainty, but depends entirely upon the action of Congress in making the appropriations necessary for the purpose, should be borne in mind and be duly considered by you before deciding to continue the same; but your decision in writing in the matter should be submitted to the Bureau as early as practicable."

Mr. Hanscom then refers to Mr. Roach's proposition to build the turrets and appurtenances for the Puritan at the price named in the report of the board of naval officers which condemned the Roanoke, namely, $513,708, and accepts it subject to the same terms and conditions as in regard to the work heretofore specified relating to the hull of the Puritan, with the understanding that the turrets are to be finished complete in every respect according to plans and specifications to be furnished; and that if the cost of building them should be reduced below the estimate of the board by reason of

change in size and weight of iron, a corresponding reduction shall be made in the price now agreed on.

Finally, Mr. Hanscom requests Mr. Roach to notify the Bureau if he will build the turrets on these terms.

The sum of $997,642, made up of the two sums of $483,934 and $513,708, offered by Mr. Hanscom to Mr. Roach in the above proposal of March 3, 1877, for the completion of the Puritan ready for sea service, seems to be in accordance with the estimate made for that purpose by the board composed of Chief Engineer A. Henderson and Naval Constructors Hartt and Steele, in their report hereinbefore given, dated February 15, 1877. The sum of $20,000 to be allowed for the hull of the Roanoke was also the sum estimated by a board composed partly of the same persons.

To the proposal dated March 3, 1877, already referred to, made to Mr. Roach, at Chester, by Mr. Hanscom, for the completion of the Puritan ready for sea service, the former replied as follows:

NEW YORK, *March* 3, 1877.

"SIR: Your letter of the 3d instant, embracing the details of materials to be furnished and labor done to complete the iron-clad monitor Puritan ready for sea, except turrets and appurtenances, that you propose that I shall do for the sum of $450,000, is received.

"In answer to the same, I would say that the sum named by you for doing this work is entirely too low. The plating for this vessel is of unusual thickness and size. None of this character has ever been made in this country. I have already made extensive preparations for the manufacture of the armor for the Miantonomoh, with facilities equal to, if not superior to, works manufacturing this description of iron in England, which costs there an average of fifteen cents per pound, without freight, handling, or placing it on the ship. The report of the board of naval officers recently directed by the Department to estimate the cost of completing the Puritan and other ironclads gives an average of about fourteen cents per pound for this description of work; and taking into account the additional thickness of the iron for this vessel over that to be made for the Terror class, the difficulty of handling, planing, fitting, bending to shape, punching and drilling such plates, the amount named by the board referred to above is but a just and fair price, although relatively, in the aggregate, considerably below the prices named for the Terror class. I would like to complete, during the depressed condition of business, this the best vessel of war ever built in this country at any yard; and I will now reduce my previous bid for doing the entire work, completing and fitting the Puritan for sea service, *including the turrets and their appurtenances*, from $1,070,000 to $997,642, the price named by the board heretofore spoken of, and complete the vessel in all respects ready for sea; or I will do the work named in your letter and memorandum contract of March 3, already referred to, for the sum of $550,000 excepting the turrets and appurtenances; which is less than paid anywhere else for similar work.

"Very respectfully,

"JOHN ROACH.

"I. HANSCOM, Esq.,
"*Chief Bureau Construction and Repair, Navy Department.*"

Mr. Roach again, on the same day, but this time from Washington instead of New York, makes a final reiteration of his above acceptance in the subjoined letter:

WASHINGTON, D. C., *March* 3, 1877.

SIR: Your letter of this date, proposing to me to furnish the material and labor to complete the United States iron-clad monitor Puritan ready for sea for the gross sum, for hull and turrets, of $997,642, is received; and I hereby unqualifiedly contract and agree to do the work therein specified, subject to the terms and conditions proposed to me, and will proceed to perform the same in accordance therewith.

Very respectfully,

JOHN ROACH.

Chief Naval Constructor I. HANSCOM, U. S. N.,
Bureau Construction and Repair, Navy Department, Washington, D. C.

From the above correspondence it will be seen that Mr. Hanscom makes Mr. Roach a "qualified" proposal, which the latter most "unqualifiedly" accepts, and this is the third and final contract made by the same parties for the same vessel, these successive contracts being in direct continuation of the same work. Each contract, *with its reservations*, was settled without connection with the remaining work to be done, so that should the contractor be unable to continue the work at an early period—for example, in any contract—the reservation would be wholly insignificant, and there would be no means for completing the work at his expense, which the last agreement proposes to [illegible] in such an event. This plainly shows how advantageous to contractors [illegible] of contracts was.

In case it is found necessary to reduce the weight of material contemplated in the contract, there is no provision for a corresponding reduction of price, except in the case of the turrets, and Mr. Roach could insist on receiving his full contract-price for the reduced work, should reduction be necessary.

With regard to the Roanoke, which this agreement delivers to Mr. Roach in part payment for work to be done on the Puritan, and for $20,000 as the price of the hull alone, after being stripped of all the parts which could be used without change, and of all the parts which could be worked over, we find, from a careful estimate of that hull, taking into consideration the materials charged to its construction, with proper reduction for the usual waste in their conversions, and for the razeeing when the Roanoke was changed into a turreted monitor, that there should be realized from her stripped hull about 1,000 cords of wood; in addition to which a large portion of the bulkheads could be removed without injury; 200,000 pounds of copper, 30,000 pounds of brass, 290,000 pounds of wrought iron, 25,000 pounds of cast iron, and 26,000 pounds of lead and zinc. Besides these, there were numerous valuable articles, such as brass hinges, locks, &c., and we estimate the whole of the above to be worth, at the usual prices for old materials, about $50,000. In addition to the above old materials in the hull, we find the gross weight of the engines, boilers, and all their appurtenances, and of the ventilators, armor-turrets, and all their appurtenances, to be about 1,858 tons of metal, of 2,240 pounds per ton.

We find, also, in this connection, that under the second agreement made for the building of the new Puritan, the two vessels, Nevada and Severn, were given to Mr. Roach in part payment for $25,000 each. By a similar process to that employed with the Roanoke, we find the hull alone of each of these ships should produce about 875 cords of wood, and additionally about 60,000 feet of bulkhead material, easily removable, 80,000 pounds of copper, 20,000 pounds of brass, 295,000 pounds of wrought iron, 12,000 pounds of cast iron, and 30,000 pounds of lead and zinc. There were also many other valuable articles, such as brass hinges, locks, &c. We estimate the value of the whole of the above to be, at the usual rates for old material, $32,000. This sum is exclusive of the spars, rigging, and any other equipment or objects that may have been delivered with the vessels.

In addition to the materials of the hull, there was the following weight of metal in the machinery alone:

	Tons.
Cast iron	158
Wrought iron	221
Brass	39
Total	418

The whole of the above is for each ship.

We next find a report dated April 4, 1877, made to Mr. Hanscom, on the condition of the iron-clads, by a board composed of Naval Constructors Hartt and Steele. From this report we extract the following portions relating to the new Puritan:

PHILADELPHIA, *April* 4, 1877.

SIR: * * * * * * *

The Puritan, at the yard of John Roach, Chester, Pa.

This vessel is as far advanced as can be, unless a further contract is made. All the framing of the hull, as per first contract, is completed.

On the second contract the work is completed as follows: All the berth-deck and main-deck beams are in place and secured. The outside plating is considerably heavier than that in the terror class. All coal-bunkers, man-holes, and plates are completed, ventilating-pipes ready to put in, iron rudder-frame made and nearly ready, but not hung; deck-armor is laid and riveted fore and aft, except over side-armor backing, which cannot be done till the side-armor backing is on; deck-lights and coal scuttle-holes are bored; hatches framed, but some not yet cut through deck-armor; the hatch-coamings material ready, but not yet fitted; hawse-pipes, timber-heads, chocks, &c., cast, bored, and in place on deck, but not yet secured; deck-armor, over side-armor backing, is ready, but cannot be secured until the armor is put on; shaft-holes cut, and pipes ready, but not yet completed.

In regard to to this vessel, we beg leave to call attention to the fact that, owing to a contemplated change, during the progress of the work, from a turreted to a casemated vessel, there were several extensive and costly changes made in the hull, the most important of which was the raising of the sides, or deepening the vessel one foot, and inclining outboard the side-armor skin-plating, which necessitated shortening and turning down the bulbs of one end of the beams to form an entire new knee, also making a new and wide armor-skin-plate back of armor all around the vessel, and an additional piece on the stem, to make it the proper height.

In addition to the above, and with a view to increase the strength, in lieu of lapping and double-riveting the seams, the edges of the three upper outside plates were planed and fitted to form a close joint, with a ten-inch seam-strop double-riveted on both edges of the same. An iron deck forward of the collision bulkhead, also an iron deck and bulkhead at the after end of the cabin, has been added.

This vessel is resting upon a firm foundation, expressly prepared, which is, no doubt, safe for several years.

* * * * * * *

We are, sir, very respectfully, your obedient servants,

EDWARD HARTT,
Naval Constructor, U. S. N.
R. W. STEELE,
Naval Constructor, U. S. N.

The subjoined letter of Mr. Roach, dated October 18, 1877, to Commodore Stevens, president of a Board of Officers at that time examining the new Puritan, is in reply to an inquiry whether any changes had been made in the original plans and specifications of that vessel; and, if so, by what authority?

MORGAN IRON WORKS, FOOT NINTH STREET, EAST RIVER,
JOHN ROACH & SON, PROPRIETORS,
New York, October 18, 1877.

SIR: In reply to your communication of the 6th instant, relative to certain alterations in the plans of the Puritan, I beg leave to state that the contract and specifications for the hull of the double-turreted iron-clad Puritan called for similar work to that of the double-turreted monitor Miantonomoh, the only difference to be in dimensions and thickness of iron. After several consultations between the Chief of the Bureau of Construction, Engineering, and Ordnance, and the constructor in charge of the work, the following alterations were directed to be made, viz:

1st. The vessel was changed from a turret to a casemate iron-clad.

2d. The hull was increased one foot in depth of hold.

3d. The side-armor backing-plate was shifted out on the armor-shelf in order to make room for a bracket-plate behind it.

4th. Bracket-plates were worked behind the armor backing-plate and attached to the beam-knees, in order to more securely connect the armor-shelf, the backing-plate, and the deck-beams together.

5th. Seam-strops on outside plating from bilge to armor-shelf were substituted in lieu of lapping the plates alternately.

6th. An iron deck was put in forward of the collision bulkhead.

7th. The inner skin was extended aft and an iron bulkhead put in to make more room in the captain's quarters.

8th. The stem and ram were made much more formidable than called for by the terms of the contract.

Yours, very respectfully,

JOHN ROACH.

Commodore THOMAS H. STEVENS, U. S. N.,
President of Board.

Referring now to the report dated April 4, 1877, made by Naval Constructors Hartt and Steele, it will be observed that they recommend a contract additional to the first two, to be made for the completion of the new Puritan, while on the 3d of March, 1877, a month previous, a new contract had already been made for that very purpose.

We find in their report the first notice of the increased depth of one foot, which had been given to the new Puritan over that originally intended and after she was partially built; a fact confirmed by their further statement that the stem was lengthened one foot. This increase is called the most important change which had been made in the original plan. It will be remembered that in a previous report, dated February 14, 1876, made by Naval Constructors Hartt, Fernald, and Hoover, they suggested for a new vessel precisely the same dimensions which the new Puritan actually has with this increased depth.

This increased depth, they say, was owing to a contemplated change from a turreted to a casemated vessel; but no such change was made or attempted, and the contract which they recommend, and which had actually been executed a month previous, was for turrets; and long before even that, at the time when the height of the armor-shelf had been reached, this increased depth must have been made, as it is in the part alone on which the armor was to be placed.

The change of the armor-skin plating from the vertical to an inclination outward, as [illegible] in the report, has the effect of lessening the armor-backing and its bolting r[illegible] besides reducing the bolting of the armor itself. The alteration of

the ends of the beams, if done, and the addition of the bits of deck added forward and aft, are quite insignificant as regards either weight or cost.

The report states, as among the additional work done on the Puritan, the planing of the edges of the upper three strakes, and the placing of straps on their seams in lieu of lapping the plates; but in a drawing dated 1875 we find that the edges of four instead of three upper strakes were to have been planed and seam-stropped. And this same drawing and others show that the thickness of the side-armor was to have been 12 inches for its entire depth, which is the only thickness mentioned in the agreement of March 3, 1877, for the armor of this vessel. But it appears from plans now proposed for the side-armor in connection with this inclined skin-plating, that 30 per cent. of the weight of the armor originally intended is to be omitted, together with about half the backing, and the portion which is 12 inches thick extends only 18 inches below a water-line assumed at 18 feet, while of the remaining depth a part is only 3 inches thick. These important reductions, involving great weight and cost are wholly in favor of the contractor. But it is evident that they seriously compromise the defensive efficiency, which is one of the principal objects for which the vessel was built, and which depends on the thickness of the armor and its backing and on their depth below the water-line. Foreign turreted vessels of about the size of the new Puritan have side-armor 12 and 10 inches thick, extending from stem to stern, and not less than 4 feet deep below the water-line.

In Mr. Roach's letter of October 18, 1877, we observe the statement that these changes were made after a consultation between the Bureaus and the constructor in charge of the work; but we find in a letter dated October 6, 1877, addressed by the Chief of the Bureau of Ordnance to Commodore Stevens, president of the Board of Officers examining the Puritan at Chester, that his Bureau had no knowledge this vessel was under construction; and we are at a loss to understand how the Chief of the Bureau of Steam-Engineering was concerned in either the deepening of the vessel or the change in its armor. For none of these changes can we find any authority.

Before leaving this part of our subject we will point out a circumstance which has fallen under our observation, namely, that Mr. Roach's first proposal for the new Puritan, dated December 3, 1874, as given in Miscellaneous Document 170, part 6, first session Forty-fourth Congress, page 409, is not a true copy of the original, with which we have compared it, the dimensions of the vessel being altogether omitted, and different conditions substituted.

The total sum which the new Puritan will cost the Government, if completed under all of Mr. Roach's agreements, is as follows:

The bills for the first agreement, amounting to $155,000, have been settled. The first bill was dated the 15th September, 1875, and the last the 12th August, 1876. The bills for the second agreement, amounting to $207,000, have been settled. The first bill was dated the 20th July, 1876, and the last the 28th February, 1877. For new iron, charged to the Puritan, as per bill of September 2, 1876, $109,033.44 have been paid, in addition to old iron, of which no separate record was kept. This weight of new iron was 2,076,828 pounds.

The weight of iron alone in the hull is about 4,009,600 pounds, of which 2,076,829 pounds were paid for as new iron, leaving 1,932,772 pounds of new iron to be paid for by 5,798,316 pounds of scrap-iron, furnished by the Government, which, at 2 cents per pound, amounts to $115,966.32. For transporting this scrap-iron to Chester, Mr. Hanscom paid Mr. Roach $13,064.77, as per bill of March 1, 1877. Adding the two latter to the previous sums makes a total of about $491,030 settled for to this date for the iron work of the hull alone, as it now stands, exclusive of armor, turrets, motive-engines, and boilers.

For the completion of the hull under Mr. Roach's third agreement with Mr. Hanscom, including armor and turrets, there is to be paid $997,642; and under contracts with the Bureau of Steam-Engineering there is to be paid Mr. Roach for the motive-engines $420,000; and for the boilers, $203,700; adding these three amounts to the previous sum gives $2,112,372 for the total sum which the new Puritan will cost the Government when completed under all of Mr. Roach's agreements. The payments were to be made in three different ways, namely, partly with money, partly with old ships, and partly with old scrap-iron; a system of peddling very disadvantageous to the Government.

The remaining subjects for consideration are the reports of a board of naval officers, of which Rear-Admiral Mullany was president, made to the honorable Secretary of the Navy, on the 21st of August, 1877, in compliance with his order of June 2, 1877; and a board of naval officers, of which Commodore Stevens was president, made to the honorable Secretary of the Navy, on the 14th of March, 1878, in compliance with his order of August 30, 1877.

A naval architect, in designing any vessel, would first assume dimensions, and then ascertain the weights from other vessels of similar dimensions, form, construction, and purpose, correcting them successively until he obtained satisfactory results; it

possible for a skillful person, with a little labor, to obtain in this manner a very
pproximation to what would be realized in the actual building of the vessel.
find from the above-mentioned reports, and from drawings of the new Puritan
has been built, that her length on the water-line is 280 feet, her extreme breadth
set 1½ inches, and her depth from the outside of the bottom plating to the top of
ck at the side is 20 feet 8 inches. The side armor-plates were proposed to be
hes thick. The vessel was to have a heavy armament, and a draught of water
le for the harbors and rivers she was intended to defend. The new Puritan
oubtless meant to encounter any similar hostile vessels which might approach
asts, as the original Miantonomoh of our Navy visited those of Europe. Foreign
of the same type, having armor-plates 12 inches thick, are armed with guns of
s, throwing shot weighing from 600 to 700 pounds, and placed in turrets of 32½
cternal diameter, composed of iron plating from 12 to 14 inches thick, with a
vood backing from 15 to 17 inches thick, supported by an inner plating 1½ inches

thickness of iron in the turrets of the original Miantonomoh was 14⅝ inches,
her sides 7 inches, the guns carried weighing 19 tons each. It seems reasonable
e a greater thickness of iron to the turrets, as they are more exposed. All this
have been readily ascertained.
course pursued by us in this examination is, first, to determine the weight and
ht of water of the new Puritan with armor on her sides and suitable armament
turrets, by deduction from data obtainable from our own ships, and accessible
constructor in our Navy.
new Puritan, though of larger dimensions, is similar in general form and type
original double-turreted monitor Miantonomoh, which much simplifies the de-
ns that should have been made previous to designing her.
ough the Miantonomoh was built of wood and the Puritan was to be of iron,
is well known that for equal strength of vessels about the same weight of those
nt materials must be employed; besides which the water-tight bulkheads and
bottom of the iron vessel tend very much to establish equality.
he first place, we have calculated the displacement of the Miantonomoh. The
t of the hull obtained from her launching-draught of water, exclusive of armor
oden backing, was 1,373 tons, from which is easily deducible that the weight of
iritan in the same condition, if of wood, with the same scantling as the Mianto-
, would be 1,865 tons, and this weight may be relied on because it is confirmed
omparison with the weight of the iron hull of the similar British turreted ves-
atton, giving an almost identical result; thus showing there could have been no
lty in very closely approximating the weight of the new Puritan's hull. The
t is not susceptible of rigorous exactness, and it is almost invariably found that
case of new classes of vessels the estimates are exceeded, because many things
sible to anticipate are added.
in, it is known that in the Miantonomoh the protection of the vessel, namely,
armor and the hard-wood backing, was 72 per cent. of the hull alone; and
these data, armor for the Puritan proportional to that of the Miantonomoh,
ing the wooden deck on top of the deck-armor, would weigh 1,420 tons. The
t of the two turrets, pilot-house, and ventilating apparatus, with all appurte-
s, stimated on the basis of an armament and protection for it as efficient as that
ign vessels of the same class, is 1,500 tons.
weight of the guns, gun-carriages, appurtenances, and ordnance stores, esti-
on the usual basis, is 420 tons.
anchors and cables, boats, provisions, and water for 220 men for two months,
er with other objects of equipment, have been carefully estimated at 232 tons.
weight of the machinery for the Puritan can be obtained from that of the Mian-
oh, on the supposition that the speed of the former was to be 12 knots per hour,
is not possible that a less speed was intended. The Miantonomoh's maximum
was 9 knots per hour, and the weight of her machinery was 325 tons, which, for
d of 12 knots per hour, would have to be increased to about 900 tons. Repre-
g the plane of resistance in the two vessels by the two-thirds power of their dis-
ent, that is, by 244.97 for the Miantonomoh and 332.39 for the Puritan, taking
as the maximum draught of water practicable for that vessel, 1,215 tons are
ed for the weight of the engines, boilers, water in boilers, and all appurtenances
motive machinery.
weight of coal to be carried for five and a half days' maximum steaming would
less than 550 tons.
aggregate of the foregoing weights is 7,202 tons, while the displacement of the
to the top of the wooden deck on the deck-armor is 7,057 tons, making the deck
side 4 inches under water.
n the above simple process it will be perceived that a very close approximation
displacement required could have been made in a very short time and before

a line of the hull or of its machinery had been drawn, for the dimensions, general form, and type of the vessel at once indicate the comparisons to be adopted and the verifications to be made.

The Board of Naval Officers, of which Rear-Admiral Mullany was president, consisting of two naval officers, three naval constructors, and three engineers, was convened at Chester on the 12th June, 1877, by order of the honorable Secretary of the Navy, dated the 7th of June, 1877. The date of their report is August 21, 1877. They state that it was necessary to prepare plans of the vessel from which to compute the displacement, and on these, their own perfected plans and careful calculations of the different parts in detail, their determination of the weights was based. They made, they say, a most searching examination and inquiry into all the requirements of the vessel that could be obtained, having before them the vessel as built, the superintending constructor, and the contractor's employés. This investigation occupied over two months, with the assistance of skilled draughtsmen specially employed. The result of their investigation is that the gross weight of the vessel completed would be 7,070.6 tons, leaving the gunwale about half an inch under water. Our examination leaves no reason to doubt the general accuracy of this result, but it is necessary to remark that the thickness of armor assumed by them is only 63 per cent. of that originally intended.

It will thus be seen that this very careful and elaborate calculation made on the actual vessel, and with doubtless mihimum weights, substantially confirms in almost every particular the result we obtained by an entirely different process, a confirmation particularly observable in the weights of hull, machinery, turrets, and armament, and shows the new Puritan to be a total failure.

The error in this vessel was 4 feet 6 inches in the draught of water and about 1,779 tons in the displacement. She cannot be made of any use unless at least 900 tons of weight be removed, the consequence of which would be an enormous reduction in her offensive and defensive power, and in her speed and time of steaming, rendering her unable to cope with foreign ironclads of similar type and dimensions.

The report of the second board for the examination of the Puritan, of which Commodore Stevens was president, consisted of one naval officer, two engineers, and two naval constructors.

Their report substantially confirms that of the first board, condemning the vessel, and is mainly directed to showing how the weights might be reduced, but, as we have already stated, wholly at the expense of the military efficiency of the vessel.

There only remains for us to say, in answer to the questions specifically asked by the honorable chairman of the Naval Committee of the House of Representatives, that our professional opinions and judgments are—

1. Neither plans nor specifications were drawn for the construction of the new Puritan; nor were any measures adopted to ascertain whether, when built, she would sink or swim. The failure or success of a first-class national iron-clad was thus put to the hazard of mere chance.

2. This vessel, as far as constructed, and if finished as contemplated, is a total failure; nor can any changes now practicable make her efficient—meaning, by that term, equality with foreign iron-clads of the same size and type.

3. No measures were taken to protect the Government interest, either in the cost of building the vessel, or in securing efficiency for her when built. Uninvited proposals were made by the contractor, in the absence of plans, specifications, or any definition of the kind, quantity, or quality of work to be done, to build an undescribed vessel for a stipulated round sum of money; and such proposals were at once accepted without inquiry, competition, or any provisions guarding the interest of the Government. The general statement that the new Puritan was to be like a smaller class of vessels was far from being sufficient to either indicate the details of construction or to measure the quantity of work. Such a statement, in fact, only showed that the two classes of vessels were to be of the same type; and no competent person would have allowed the commencement of a national iron-clad of such dimensions and cost without the study and preparation of every part; nor would any officer of the Government, careful of its interest, have contracted for such a vessel except after a public competition.

The manner in which the new Puritan was built is a flagrant exhibition of gross ignorance and culpable carelessness.

Respectfully submitted by your obedient servants,

JOHN LENTHALL,
Naval Constructor, United States Navy.
B. F. ISHERWOOD,
Chief Engineer, United States Navy.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1900.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 17, 1887.—Ordered to be printed.

Mr. SPOONER, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 3057.]

The Committee on Claims, to whom was referred the bill (S. 3057) directing the Secretary of the Treasury to examine and settle the accounts of certain States and the city of Baltimore, growing out of moneys expended by said States and the city of Baltimore for military purposes during the war of 1812, have had the same under consideration, and respectfully report:

This bill authorizes and instructs the proper accounting officers of the Treasury to examine the accounts between the United States and the States of New York, Pennsylvania, Delaware, Virginia, and South Carolina, and between the United States and the city of Baltimore, growing out of moneys expended by such States and by said city for military purposes in the war of 1812 with Great Britain, applying upon such examination, in the computation of interest and settlement, the provisions and principles of the 12th section of the act of March 3, 1857, entitled "An act making appropriations for certain civil expenses of the Government for the year ending June 30, 1858." The act also directs, such examination and settlement having been made, the payment to such States and to the city of Baltimore of any sum found due, with the following provisos:

That the Secretary of the Treasury be and is hereby required in such settlements to observe the act entitled "An act prescribing the duty of the Secretary of the Treasury in certain cases therein named," approved March 25, 1870, and make the deductions as therein required, also making a deduction, as of the 8th day of July, 1870, of the amount of principal and interest due at that date upon any bonds of said States, matured or unmatured, held by the United States, surrendering said bonds, so far as they are included in said settlement; and provided also that the balance remaining due of the direct tax apportioned to the State of Virginia by the direct tax act of August 5, 1861, be held and treated as a proper set off against the claims of the State of Virginia in the adjustment herein required, unless Congress shall otherwise provide, by general law, releasing all claims for said direct tax, or refunding all payments of such tax heretofore paid.

The main facts are susceptible of brief statement. During the war of 1812–'14 the States of Massachusetts, New York, Pennsylvania, Delaware, Maryland, Virginia, South Carolina, and the city of Baltimore expended certain moneys for military purposes. Whether wise or unwisely, after many years the United States treated the sums thus expended as advanced to or spent for the benefit of the National Government, and therefore a debt payable with interest, and accordingly made refund, with interest. The rule by which the interest was calculated

was to compute interest on the sum advanced by the State from the date of the advance to the time of the refund by the United States, deduct the sum refunded from the sum advanced, and then compute interest on the remainder, and so on until the final payment of the principal. In other words, the payments were applied, first, to the discharge of the principal, and, the principal being extinguished, then to the payment of accumulated interest. Against this mode of computing interest the States formally protested (Senate Document, second sessions, Twenty-second Congress, 1832–'33), alleging that, in effect, it was a refusal upon the part of the United States to refund the whole amount borrowed.

By act of March 3, 1857, Congress directed a re-examination and re-adjustment of the account of Maryland, and declared that in the calculation of interest the following rules should be observed, to wit:

Interest shall be calculated up to the time of any payment made. To this interest the payment shall be first applied, and, if it exceeds the interest due, the balance shall be applied to diminish the principal; if the payment falls short of the interest, the balance of interest shall not be added to the principal so as to produce interest. 2. Interest shall be allowed on such sums only on which the State either paid interest or lost interest by the transfer of an interest-bearing fund.

By the readjustment made with Maryland under this act she received an additional sum of $275,770.23.

On the 8th of July, 1870, Congress passed an act directing that the accounts between the United States and Massachusetts and Maine be reopened and readjusted upon the same principle that controlled the readjustment with Maryland, and under this legislation there was paid to Massachusetts, for herself and Maine, $678,362.42.

Congress, by act of June 12, 1858 (11 Statutes at Large, page 326), enacted as follows:

That the Secretary of the Treasury be instructed to report to Congress at its next regular session all applications made by State authority of the States and cities for the reopening and re-examination of the settlements heretofore made with such States and cities, and upon the principle of readjustment upon which said claims are based, and the amounts thereof; and the Secretary of the Treasury is further instructed to report to Congress at its next regular session the gross amount that will be required to pay such claims to the States and cities of the United States.

In obedience to the mandate of this act, the Secretary of the Treasury reported at the next session of Congress (see Ex. Docs., second session Thirty-fifth Congress, vol. 5), that claims had been made, computing interest down to date, amounting to $1,588,521.69, as follows: South Carolina, $201,230.90; Virginia, $1,076,683.35; Delaware, $18,540.97; New York, $48,896.21; Pennsylvania, $218,507.71; city of Baltimore, $53,662.55. At the same time he reported the following amounts due as principal to said States and to said city: South Carolina, $78,996.41; Virginia, $734,069.60; Delaware, $6,341.99; New York, $27,361.81; Pennsylvania, $71,411.19; the city of Baltimore, $8,027.55.

It is admitted that the amount stated in the report as principal due Virginia is an egregious error, as the amount claimed by the State to be approximately correct is $339,212.

The main proposition of the bill is to reopen the accounts with these States and the city of Baltimore, and to reimburse them these advances, with interest calculated upon the principle adopted in the settlement with Maryland, Alabama, and Massachusetts.

No other States have unsettled accounts with the Government of the United States, as the committee is advised, for advances or expenditures during the war of 1812.

Your committee are unable to discover any reason, resting in law or justice, why the States mentioned in this bill, and the city of Baltimore, should not be treated precisely as Maryland and Massachusetts were treated. The expenditures were made at the same time, for the same patriotic purpose, and the relation of the States to each other under the Constitution requires that as to reimbursement of principal and interest they shall be treated alike.

The bill under consideration does not, however, meet the approval of the committee, so far as its provisions relate to set-offs in the examination and settlement of indebtedness owing by any of said States to the United States. Such indebtedness exists at least as to South Carolina and Virginia. The bill recognizes the propriety of offsetting the principal due from the States, calculating the interest thereon to the 18th day of July, 1870.

The committee is at a loss to discover upon what principle this provision is based. It is suggested in the report of the committee of the House of Representatives upon a similar bill that the interest on the debts owing to the United States by these States is stopped at 1870, because in 1870 the settlement and readjustment were made with Massachusetts. The premise does not justify the conclusion, for the status of Massachusetts was essentially different from the debtor States in question in this, that she owed nothing to the United States.

In 1860, when there was due to Virginia $339,212 principal, and about $700,000 of interest, calculated by the rule adopted as to Maryland and Massachusetts, the United States bought of Virginia $581,000 of her interest-bearing bonds, and it is claimed that as the United States at that time owed Virginia, in interest, to say nothing of principal, more than this sum of $581,000, this sum should be treated as a *payment on account of the interest due from the United States to Virginia*, and therefore from that time should bear no interest. If the United States had simply loaned Virginia at that time out of its Treasury $581,000, there would be force in the contention that Virginia should be permitted to apply the same in payment of the interest, and should not be charged interest upon it; but the circumstances of the transaction take the case out of the ordinary rule. In the first place, it is altogether manifest that it was not the intention of the parties that any such application should be made. This is conclusively evidenced by the fact that Virginia issued her interest-bearing obligations payable many years hence. (The bonds are not due until 1894.) In addition to this, the committee find that the money thus paid in 1860 to Virginia, as the purchase price of the bonds mentioned, was not the money of the United States. It was a part of the moneys then held by the Secretary of the Interior in trust for various Indian tribes. Congress has always treated this fund as a trust. Many of the investments made of this fund by the Secretary of the Interior prior to the war were probably unlawful, as they were certainly unwise, but the Government has made up to the fund from time to time the losses growing out of such investments both as to principal and interest.

The interest which Virginia has failed to pay upon the bonds bought of her in 1860 with the Indian trust funds has been paid by the United States. (9 Statutes at Large, pages 198, 293.)

In 1876 Congress passed an act which is as follows:

AN ACT transferring the custody of certain Indian trust-funds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all stocks, bonds, or other securities or evidences of ind[illegible] now held by the Secretary of the Interior in trust for the benefit of cer-

tain Indian tribes shall, within thirty days from the passage of this act, be transferred to the Treasurer of the United States, who shall become the custodian thereof; and it shall be the duty of said Treasurer to collect all interest falling due on said bonds, stocks, &c., and deposit the same in the Treasury of the United States, and to issue certificates of deposit therefor in favor of the Secretary of the Interior, as trustees for various Indian tribes. And the Treasurer of the United States shall also become the custodian of all bonds and stocks which may be purchased for the benefit of any Indian tribe or tribes after the transfer of funds herein authorized, and shall make all purchases and sales of bonds and stocks authorized by treaty stipulations or by acts of Congress when requested so to do by the Secretary of the Interior: *Provided*, That nothing in this act shall in any manner impair or affect the supervisory and appellate powers and duties in regard to Indian affairs which may now be vested in the Secretary of the Interior as trustee for various Indian tribes, except as to the custody of said bonds and the collection of interest thereon as hereinbefore mentioned.

Approved June 10, 1876.
(19 Statutes at Large, page 58.)

It will be observed that this act evidences a steady legislative purpose to maintain the integrity of the fund as a trust fund.

The committee is unable to discover any reason why the States of Virginia and South Carolina, although creditors of the United States at the time of the occurrence of the transaction, should not be charged, by way of set-off, with the principal and interest, at the contract rate, upon the bonds issued by them and purchased by the United States for the benefit of the Indian trust funds, including the Cherokee national fund, the Cherokee school fund, &c.

The committee also understand it to have been the policy of Congress not to allow interest to a State for advances made out of its treasury, or out of funds raised by taxation. The only principle upon which interest seems to have been allowed to the States was by way of *reimbursing* the State where it borrowed the moneys advanced, *and paid interest thereon*, and where it *lost interest* through raising the funds advanced or expended *by the sale of interest-bearing securities owned by the State.* Upon this principle interest should be paid to these States only during the time that they actually paid interest or lost interest.

The committee reports back the bill with the following amendment:

Strike out all after the enacting clause, and insert the following:

"That the Secretary of the Treasury be, and he is hereby, directed to settle, adjust, and pay, out of any money in the Treasury not otherwise appropriated, all claims of the States of New York, Pennsylvania, Delaware, Virginia, South Carolina, and the city of Baltimore, for and on account of advances and expenditures made by said States and the city of Baltimore in the war of 1812–'15 with Great Britain, and in computing the interest on said advances the Secretary of the Treasury shall apply the following rule, as applied by act of Congress to the claims of the State of Maryland, viz:

"Interest shall be calculated up to the time of any payment made. To this interest the payment shall be first applied, and if it exceeds the interest due, the balance shall be applied to diminish the principal; if the payment fall short of the interest, the balance of interest shall not be added to the principal so as to produce interest. Second, interest shall be allowed on such sums only on which the State either paid interest or lost interest by the transfer of an interest-bearing fund, and for such length of time only as the State or city paid or lost interest as aforesaid: *Provided*, That in the settlement of these claims any bonds or other evidences of debt of any of the said States, or of said city of Baltimore, held by the United States, on any account whatever, shall

be credited as offsets to the United States, and the balance found due on the 1st day of May, 1887, after deducting the principal and interest on said bonds or other evidences of debt to the said 1st day of May, 1887, shall be paid to said States and city of Baltimore, and the said bonds or other evidences of debt shall be returned to the States issuing the same.

"This act shall take effect from its passage."

And recommends that the same, when so amended, do pass.

S. Rep. 1900——2

S. R. 2——42

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1901.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. PLATT, from the Committee on Patents, submitted the following

REPORT:

[To accompany bill H. R. 821.]

The Committee on Patents, to whom was referred the bill (H. R. 821) for the relief of Samuel M. Gaines, having had the same under consideration, submit the following report:

The Committee on Patents of the House of Representatives made the following report upon this bill:

The Committee on Patents, to whom was referred the bill (H. R. 821) for the relief of Samuel M. Gaines, have had the same under consideration, and now report the same to the House, with an amendment, and recommend its passage.

This bill provides for an extension of the letters patent which were granted to Samuel M. Gaines, numbered 85299, and dated December 29, 1868, for "method of teaching the rudiments of chemistry," for the period of seven years from the 29th day of December, 1885. The committee have determined to recommend the passage of this bill, because, in their judgment, it has merit; because the patentee has received no just remuneration for his invention; and, lastly, because further time and labor, with the expense incident thereto, will be required to make the said method of general utility to the public. Besides, it is not an article of manufacture to be put on the market, and upon which the user might be taxed in the form of royalty, but its object is to remedy and correct the system introduced by Berzelius, of illustrating chemical compositions and reactions to the eye by means of symbols and equations, which is too abstract for beginners, by means of a chemical alphabet, found by actual experiments to be far more efficient than any other method heretofore used for such purpose.

Amend House bill 821 by adding to said bill the following words at the end of line 13: "And the Commissioner of Patents is hereby authorized and empowered to grant an extension of the patent herein described for the period herein named."

From the evidence before the Senate committee it appears that the inventor has derived very little remuneration from his patent, and explains his failure to do so from the fact that during most of the time of the existence of the patent he has been president of a female college in Kentucky, with duties which prevented his writing a text-book on chemistry to be used in teaching that science according to the principles of his invention, and that without such text-book it was impossible to introduce his invention to any considerable extent; that his retirement from the presidency of the college has given him the leisure to complete such a text-book, which is now ready for publication, and that he believes that with an extension of his patent he may obtain some remuneration during its extended term.

As to the question whether the method of teaching chemistry covered by the invention has sufficient merit so that it will be generally received in the educational institutions of the country, the committee has no means of reaching a conclusion except in so far as its judgment is based

upon the testimonials of teachers and scholars commending the method, numbers of which have been submitted to the committee. If the invention has the merit which its author claims for it, it will be a valuable aid in teaching chemistry.

It is doubtful whether it falls within the class of inventions which are of such great public utility as to make the extension of the patents securing them advisable. But in view of the fact that its extension cannot result in any particular burden or tax upon the public, and the fact that it will probably stimulate the inventor to make additional efforts to introduce his system of teaching chemistry, and possibly obtain for him some remuneration in his old age, the committee have decided to report in favor of the passage of the bill.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1902.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. WILSON, of Iowa, from the Committee on the Judiciary, submitted the following

REPORT:

[To accompany bill S.3110.]

The Committee on the Judiciary, to which was referred the bill (S. 3110) for the relief of the heirs or the legal representatives of A. C. Gibbs and of B. F. Dowell, attorneys-at-law, for defending Lieut. George A. Goodale, commanding Fort Klamath, Oregon, under charges of false imprisonment and loss of property in two cases, has considered the same, and submits the following report:

The character of the services rendered by the parties in whose behalf this bill was introduced is disclosed by the following abstract of the cases in which the services recited in it were rendered, viz:

In the circuit court of the United States for the district of Oregon.

[James Barclay *v.* Lieut. G. A. Goodale. Action at law to recover $10,000.]

[T. M. Rouse *v.* Lieut. G. A. Goodale. Action at law to recover $7,500.]

ABSTRACT OF THE CASES.

The Barclay case was an action for false imprisonment, commenced in the State circuit court of Oregon, sitting at Jacksonville.

The complaint charges that the plaintiff was imprisoned by the defendant, in the guard-house at Fort Klamath, from the 11th day of May, 1871, to the 14th day of June, 1871, and claims damages for the same in the sum of $5,000
And for loss of health, caused by imprisonment 1,000
Also for loss of property, caused by imprisonment 3,000
Cruelty and neglect during confinement 1,000

Total 10,000

Defendant denied the damages, but admitted the imprisonment, and justified the same on the grounds that the defendant, at the time, was a lieutenant of the United States Army and in command of Fort Klamath. The answer contains four separate pleas, substantially alleging that plaintiff was guilty of introducing spirituous liquor, and attempting to introduce spirituous liquors at two places on the Klamath Lake Indian Reservation. And that the defendant, on the 29th of May, 1871, was superseded in the command of the post by Maj. James Jackson, and that the defendant had no control over the plaintiff excepting for thirteen days, and that his superior officer imprisoned the defendant for the balance of the time.

The replication denied all the new matter set up in the answer. The case, on motion of the defendant, was transferred from the State court to the United States circuit court, on the grounds that the defendant was a citizen of the State of New York. The case was tried before a jury at the July term, 1872, of the United States circuit court [illegible] land, Oreg.

The proof showed the defendant to be first lieutenant of Company K, of the Twenty-third Regiment United States Infantry; and that he was at the time of the arrest in command of Fort Klamath, and that he was superseded in the command by Major Jackson, as stated in the answer; and that the defendant destroyed all the liquor of the plaintiff outside of the Indian reservation, but very close to the line. The proof was conflicting as to the guilt of the plaintiff of the crimes charged in the answer against him, and also as to the treatment of the plaintiff by defendant and the sickness of plaintiff and the damages sustained by him, but tended to show that the defendant did nothing excepting what he thought it his duty as an officer to do. The jury, under the charge of the court, rendered a verdict against the defendant for the sum of one dollar. This verdict prevented the plaintiff from recovering more than one dollar costs, as the rules of the court prohibited the recovery of more costs than damages in such cases.

In the case of T. M. Rouse against the same defendant the record shows the plaintiff was arrested and imprisoned by the defendant at the same time for the same offenses, and the complaint claims damages in the sum of $7,500.

The complaint, answer, and replication are in other respects the same as the case of Barclay. It was also removed from the State court to the United States circuit court, and after the verdict in the Barclay case the plaintiff failed to prosecute his action, and it was dismissed on motion of defendant.

The record shows Mr. B. F. Dowell appeared as attorney for the defendant in both cases in the State court, and had the case transferred to the United States circuit court. He and Mr. A. C. Gibbs appeared in the last-mentioned court, and defended the cases successfully with skill and ability. The distance from the residence of Mr. Dowell to where the case was tried in the United States circuit court is about 300 miles.

The grand jury found a bill of indictment against Barclay for the crime charged in the answer, and he has been tried by a jury and convicted, and sent to the penitentiary for one year. The grand jury failed to find a bill against Rouse, and he has been discharged.

The usual prices for prosecuting and defending suits in this State vary from 10 to 20 per centum. Under all the circumstances I am of the opinion a thousand dollars each for the services of Mr. Dowell and ex-Governor Gibbs for both cases reasonable and a just compensation.

MATTHEW P. DEADY,
United States District Judge, Oregon.

PORTLAND, OREG., *December* 3, 1872.

Claim was made for payment of the amount stated by the court as a reasonable compensation for the services rendered. The action taken by the Attorney-General in respect thereof is explained by a letter, which he addressed to the President *pro tempore* of the Senate, and which is as follows, viz:

DEPARTMENT OF JUSTICE,
Washington, May 6, 1874.

SIR: I have the honor to acknowledge the receipt of a resolution of the Senate, dated the 30th ultimo, in the following words:

"*Resolved*, That the Attorney-General be requested to furnish the Senate with a copy of correspondence in the case of James Barclay against Lieut. G. A. Goodale, United States Army, late in command of Fort Klamath, Oregon, for false imprisonment and the action of T. M. Rouse against same, and how much has been paid and what is still unpaid of the expenses of Lieutenant Goodale."

In compliance therewith I transmit copies of all the correspondence on the files and records of this Department in relation to said cases of Barclay *v.* Goodale and Rouse *v.* Goodale, and have to state that the sum of $1,000 has been paid by this Department to A. C. Gibbs, esq., the then United States attorney for Oregon, for his services in these cases. I am not advised as to whether or not there are any other expenses in the cases remaining unpaid. Mr. B. F. Dowell assisted the district attorney in these cases, but under existing laws I was unable to allow him compensation, and in my letter to Mr. Gibbs, of the 15th day of May last, a copy of which accompanied the papers, I informed him that the Department would make no compensation to Mr. Dowell, but, as the fee to him (Gibbs) was, in my opinion a liberal one, I presumed he would be willing to share it with Mr. Dowell for his services.

Very respectfully,

GEORGE H. WILLIAMS,
Attorney-General.

Hon. M. H. CARPENTER,
President pro tempore United States Senate.

Subsequently to the resolution of the Attorney-General of the amount of compensation to be allowed, as stated in the foregoing letter, Mr. Gibbs addressed to that officer the following communication, viz:

UNITED STATES DISTRICT ATTORNEY'S OFFICE,
Portland, Oreg., April, A. D. 1873.

HON. GEORGE H. WILLIAMS:

DEAR SIR: I have just got a letter from B. F. Dowell, in which I understand him to say you have concluded to allow us one-half our fee in the two cases against Captain Goodale, of Fort Klamath, and that the draft will be sent to me, one-half of which is for him and the other half for me. I don't understand this. Am I to pay him half of the draft to me when it comes? I have not seen it yet.

If there was power to pay half, I don't see why not all. The fee was not high for such cases, and it was certified to as reasonable by the court.

* * * * * * *

To this letter the following reply was sent, viz:

DEPARTMENT OF JUSTICE,
Washington, May 15, 1873.

SIR: I have received your letter in regard to your compensation and that of Mr. Dowell in the cases against Goodale.

When Mr. Dowell was here I informed him that, as he was not retained by this Department in the cases, no compensation would be made to him by the Department, but that a fee of a thousand dollars would be allowed to you, and that, as the allowance was a very liberal one, I presumed you would be willing, as he had assisted in the case, to divide the fee with him.

The draft will be sent to you, and it will be optional with you to allow Mr. Dowell anything as his own compensation. I did not tell him that you would be instructed to divide the fee with him, but, as I before said, I suppose some arrangement would be made between you and him with regard to the matter.

Very respectfully,

GEO. H. WILLIAMS,
Attorney-General.

A. C. GIBBS, Esq.,
United States Attorney, Portland, Oreg.

It does not appear from anything presented to the committee whether or not Mr. Gibbs did allow and pay part of the compensation made to him to Mr. Dowell, but as no complaint in this regard has been presented, and the bill proceeds upon the theory that the amount certified by the judge of the court in which the cases were tried ought to be appropriated for, the presumption fairly arises that the amount allowed and paid by the Department of Justice was divided as suggested by the Attorney-General.

The bill is herewith reported to the Senate, with a recommendation that it be indefinitely postponed.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1903.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 2765.]

The Committee on Pensions, to whom was referred the bill (S. 2765) granting an increase of pension to James Maus, have examined the same, and report:

This bill is to increase the pension of James Maus, a Mexican war veteran, from $24 a month, allowed him by the Pension Office, to $50 a month. The reasons for this increase are set forth in an affidavit of Drs. Hogan, Dawson, and Bergman, resident physicians of Reno, Nev., the home of the soldier. They jointly and severally testify to their knowledge of his condition during the past ten years, and they describe him as mentally and physically incapacitated for any employment; as totally unable to do anything for his own or the support of his aged and dependent wife; as dependent upon the charitable contributions of his neighbors. They also certify that he is much respected and entirely worthy.

Other citizens of Reno make affidavit to the same facts. The witnesses are R. S. Osburn, druggist; J. V. Peers, Mexican war veteran; Orlando Evans, postmaster; J. S. Shoemaker, druggist; Henry Orr, Mexican war veteran; E. L. Bridges, county surveyor; W. B. Campbell, hotel-keeper; W. L. Knox, attorney-at-law; J. C. Hagerman, citizen. They testify jointly and severally to their personal knowledge of his helpless condition during the past twelve years; to the contributions of the citizens of Reno to keep him and his wife from suffering; to their worthiness and respectability, and to the sympathy of the people of the place, among whom they have lived for many years past. In he opinion of the committee this veteran soldier should not be an object of charity, dependent upon uncertain resources, but should have aid from the Government corresponding with his necessities during the small remnant of his life.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1904.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Public Lands, submitted the following

REPORT:

[To accompany bill S. 440.]

The Committee on Public Lands, to whom was referred the bill (S. 440) confirming titles to certain lands in the State of Florida, having considered the same, report as follows:

The leading provision of the bill is as follows:

That the titles of all persons who have derived title from the State of Florida, or from the railroad companies of said State, under any of the acts of Congress granting land to the State of Florida, to land embraced in the Arredondo grant of land in the State of Florida, are hereby confirmed to such persons.

It appears that in 1817, before Florida was ceded, the Spanish governor of that province granted to Arredondo 20,000 acres of land, at a place somewhat indefinitely described. In 1819 the land was surveyed by a Spanish surveyor, and a plat and survey signed by him.

Under section 6 of the act of May 23, 1828, a Territorial court in Florida confirmed this claim according to this survey, and the Supreme Court of the United States affirmed the decree in January, 1836 (10 Peters, 308)

On February 10, 1848, a diagram showing an approximate location of the claim (a survey being impossible on account of forcible resistance) was made by the surveyor-general of Florida, and thereafter the land was held to satisfy the grant.

On April 10, 1882, the United States district court for the northern district of Florida, on petition of the claimants, made a supplemental decree, awarding scrip in lieu of this land, which was issued November 20, 1883, and the reservation released.

Selections were made by the State within the grant, but they were of swamp and overflowed lands under the act of September 28, 1850.

A selection was also made by the Georgia and Pensacola Railroad Company, which was approved to the State for the benefit of that company October 1, 1860, under the act of May 17, 1856. That road was permanently located August 17, 1857.

These selections were illegal, as the lands were not public lands at the date of the act in the first case, and of the location of the road in the other, and the State took no title. So that until November 20, 1883, the lands were held to satisfy the grant, and nothing passed by any conveyance from the State or railroad company to the parties whose "title," derived from the one or the other this bill seeks to confirm) Leaven-w[illegible] R. R. Co. *v.* U. S., 92 U. S., 733; *ib.*, 762–3\.

Meanwhile these parties have paid taxes on these lands and in many cases have improved them at considerable cost. But after the scrip was issued and the reservation released, in November, 1883, the Government, not recognizing the titles from the State or railroad company as valid, offered these lands for pre-emption and homestead, and a number of citizens availed themselves of the privilege and made entries, and their interests are now in conflict with those of the parties holding under the State or railroad company.

Your committee are of opinion that it would be unjust and unwise to dispose of these interests by arbitrary legislation, and they therefore report this bill back adversely and recommend that it be indefinitely postponed.

TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1905.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

'. VANCE, from the Committee on the District of Columbia, submitted the following

REPORT:

[To accompany bill H. R. 10799.]

Your committee, to whom was referred the bill (H. R. 10799) for the ief of Saint Dominick's Church, in the District of Columbia, having nsidered the same, recommend its passage. A previous bill (S. 3097) ving the same object in view, and couched in the same language, ving been reported favorably and being now upon the Calendar, this l is recommended as a substitute therefor, and that the further conleration of S. 3097 be indefinitely postponed.

The Senate report No. 1663 is adopted as explaining the facts suffintly.

[Senate Report No. 1663, Forty-ninth Congress, second session.]

'his bill for the relief of Saint Dominic's Church, in the city of Washington, is sim- : in its provisions to several other bills which have from time to time been acted on favorably by Congress to relieve church property from taxes which have been essed against it subsequent to the purchase of the ground for such purpose but or to the erection of the building thereon.

'he opinion of the Commissioners of the District was requested upon this measure, which they made the following reply, which is herewith incorporated and made t of this report:

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA,
Washington, January 12, 1887.

DEAR SIR: The Rev. Father Donnelly has informed me that you would be glad to r, without further preliminaries, what the opinion of the Commissioners of the Dis- t of Columbia is with respect to the application of Saint Dominic's Church, in the y of Washington, for exemption from taxation upon certain of the property held by t church for educational purposes. It appears to the satisfaction of the Commisners that the property in question has never been used for the purposes of revenue, t solely and entirely for educational and religious uses, part of it being occupied an incomplete building used as a school and another part in connection with said ool as a ground for necessary recreation. Upon the whole, and in view of the other l similar cases where exemption has been allowed, the Commissionors think the perty in question should be exempted as prayed, and so recommend.

Very respectfully,

W. B. WEBB,
President.

Ion. ZEBULON VANCE,
United States Senate.

Your committee recommend the bill do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1906.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. INGALLS, from the Committee on the District of Columbia, submitted the following

REPORT:

[To accompany bill H. R. 11074.]

The Committee on the District of Columbia, to whom was referred the bill H. R. 11074, "An act directing the Commissioners of the District of Columbia to establish streets and avenues in the county of Washington, District of Columbia, and for other purposes," having considered the same, recommend that it be amended as follows:

In section 1, line 8, strike out the words "Park and," and after the word "avenue," in same line, insert "Bunker Hill road, Queen's Chapel road, and Brentwood road."

In line 13 of same section, after the word "thereof," insert "submitted to Congress for approval at its next session, and thereafter."

Strike out in section 1 all after the word "legal," in line 25.

Strike out the whole of section 4.

And as so amended that the bill do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1907.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 18, 1887.—Ordered to be printed.

Mr. HAWLEY, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3079.]

The Committee on Military Affairs, to whom was referred the bill (S. 3079) authorizing the Secretary of War to procure and present suitable medals to the survivors of the "forlorn-hope storming party" of Port Hudson, have had the same under consideration, and submit the following report:

During the siege of Vicksburg, Major-General Banks, commanding the Union forces, after the repulse of several attempts to carry the works by assault, issued the following order:

[General Orders No. 49.]

HEADQUARTERS DEPARTMENT OF THE GULF,
NINETEENTH ARMY CORPS,
Before Port Hudson, June 15, 1863.

The commanding general congratulates the troops before Port Hudson upon the steady advance made upon the enemy's works, and is confident of an immediate and triumphant issue of the contest. We are at all points upon the threshold of his fortifications. One more advance and they are ours.

For the last duty that victory imposes the commanding general summons the bold men of the corps to the organization of a storming column of a thousand men, to vindicate the flag of the Union and the memory of its defenders who have fallen. Let them come forward.

Officers who lead the column of victory in this last assault may be assured of the just recognition of their services by promotion, and every officer and soldier who shares its perils and its glory shall receive a medal fit to commemorate the first grand success of the campaign of 1863 for the freedom of the Mississippi. His name will be placed in general orders upon the roll of honor.

Division commanders will at once report the names of the officers and men who may volunteer for this service, in order that the organization of the column may be completed without delay.

By commmand of Major-General Banks.

RICHARD B. IRVIN,
Assistant Adjutant-General.

Under this order a body of volunteers, as a forlorn hope, was assembled and organized and encamped for about two weeks, awaiting an assault.

The surrender of Port Hudson released the gallant volunteers from their special duty. The medal was never awarded, and it seems to the committee that the bill is just and wise, and they report it favorably.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1908.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 19, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 3328.]

The Committee on Pensions, to whom was referred a petition of Ida M. Welton for a pension, have examined the same, and report:

The petitioner is the only child of George C. Welton, who was a soldier in the Sixth Regiment of Vermont Volunteers in the late war. He died on the 25th of December, 1865, leaving a widow and this child without any means of support. The widow drew a pension until the date of her remarriage, which was September 1, 1868, and $2 per month for her daughter, until the latter was sixteen years of age. She is now twenty-nine years of age, and is in almost a totally helpless condition. Her affidavit, and that of her physician and others, are herewith appended, showing her condition.

Her step-father and mother are poor, and dependent upon their labor for their support.

Your committee think that this is a very worthy and just claim, and therefore report back the petition with an original bill.

I, Ida M. Welton, of Groton, in the county of Caledonia and State of Vermont, on oath depose and say:

That my father, George C. Welton, was a private soldier in the late war, Company C, Sixth Regiment, Vermont Volunteers; he was discharged from the service March 31, A. D. 1863, and died December 25, A. D. 1865. I further say that I drew a pension from the time of my father's death till I was sixteen years old, and my mother drew a pension from the time of his death to the time of her remarriage, which was September 1, A. D. 1868.

I further say that I am my father's only child, and was seven years old when he died, leaving me without means of support, except upon the daily labor of my mother. She subsequantly married a poor man, upon whom I now rely for support. I was taken sick when I was sixteen years old, or the spring before I was sixteen, with scrofula. I kept gradually growing worse till six years ago, when I had the rheumatic fever, and have been unable to walk a step since, and have wholly lost the use of my fingers and elbows, and am unable to perform any labor for my support. Dr. Jackson, of Bane, Vt., prescribed for me, to whom the Pension Department is referred.

I am now living with my stepfather and mother, who is now fifty-four years old, and if she should be taken away I would be left wholly without a home, as I have no relatives on my father's side, and I cannot even move from my chair without help.

IDA M. WELTON.

STATE OF VERMONT,
Caledonia County:

At Groton, this 20th day of November, A. D. 1886, personally appeared Ida Welton and subscribed the foregoing affidavit, and made oath that it contains the truth. I have no interest in the prosecution of this claim.

THOMAS B. HALL, Notary Public.

I, Seth N. Eastman, of Groton, in the county of Caledonia and State of Vermont on oath depose and say, that I am a regular practicing physician, and have been for the past seventeen years. Am Ida Welton's family physician; have known her all her life, and was well acquainted with her father; knew him before and after his enlistment. Said Ida Welton has been an invalid for the last ten or twelve years; her disease has been scrofula and rheumatism; has had two runs of inflammatory rheumatism, besides being in pain and distress with it most of the time. Has had ulceration of the glands of the neck, and axilla, and is at present very much out of shape from contractions and rigidity of the muscles in and around the affected parts. With the exception of the hip and shoulder joints all the others are either anchylosed or entirely out of joint and useless. Fingers are in such a shape that she is unable to put on or take off her clothes or to hold the knife and fork steady, and it is with much difficulty that she feeds herself. Is totally unable to do any kind of work or to earn anything with which to support herself. She was left poor, and at present is without any means of support, but lives with her mother, who has, up until this time, took care of her, but she is getting up in years and is also poor. If she should be taken away, Miss Welton must go upon the town and become a pauper. She is a worthy person, and is in good standing in the church and respected by those who know her. I have no interest in this claim. My post-office address is Groton, Vt.

SETH N. EASTMAN, M. D.

Personally appeared Seth N. Eastman, whom I believe to be worthy of belief, and made oath to the above affidavit. I have no interest in this claim.

Before me,

[SEAL.] THOMAS B. HALL,
Notary Public.

GROTON, VT., *November* 24, 1886.

I, Manley Clark, of Groton, in the county of Caledonia and State of Vermont, on oath depose and say, that I am postmaster in the said town of Groton; I say, that I knew George C. Welton, the father of Ida M. Welton, and knew that he was a soldier in the late war; I know he was a poor man, and left no means of support for his daughter Ida, to my knowledge; I further say, that Ida M. Welton is at present living with her step-father, who is a poor man, and she relies upon him for support; I further say that I know that Ida M. Welton has been sick for a number of years and is helpless; to my knowledge, were it not for the home and support rendered Miss Ida M. Welton by her step-father, she would be a subject of public charity.

MANLEY CLARK, *P. M.*

STATE OF VERMONT,
Caledonia County, ss:

At Groton, this 20th day of November, A. D. 1886, personally appeared the above-named Manley Clark and made oath that the above affidavit by him subscribed contains the truth, and I say that I have no interest in the prosecution of this claim.

Before me.

[SEAL.] THOMAS B. HALL,
Notary Public.

I hereby certify that I have known Miss Ida M. Welton for the last six years, during which time she has been an invalid and for the last four or five years her recovery has seemed hopeless.

For three years I was her pastor, and often saw her in extreme distress and great helplessness. I did not know her father, but have always understood that he was a poor man, and at his death left his family but little, if anything.

Since I have known her, Ida has lived with her stepfather, Mr. Olney, and is dependent on him for support, and but for him must be a subject of public charity.

Mr. Olney is also a poor man, having but little except what he gains by his daily labor.

Any benefit which can be granted Miss Welton will, in my estimation, be most worthily bestowed.

J. A. SHERBURN.

PLAINFIELD, VT., *November* 16, 1886.

J. A. Sherburn appeared before me this day and gave oath as to the correctness of the above statement.

NATHANIEL C. LOMBARD,
Justice of Peace.

STATE OF VERMONT,
Washington County Clerk's Office:

I, Melville E. Smilie, clerk of the said county and of the courts of record thereof, do hereby certify that Nathaniel C. Lombard, esq., whose name is subscribed, in his own proper handwriting, to the foregoing certificate, was at the date thereof an acting justice of the peace within and for the county aforesaid, dwelling therein, duly commissioned and qualified by the laws of the State to administer oaths for general purposes, to take depositions and acknowledgment of deeds and other written instruments; and that to his official acts and attestations full faith and credit are and ought to be given; that I am well acquainted with the handwriting of the said justice, and verily believe that the signature attached to the foregoing certificate is his genuine signature; and, further, that the foregoing instrument is executed and acknowledged according to the laws of Vermont.

In testimony whereof, I have hereunto set my hand and affixed the seal of the county court at Montpelier, in said county, this 24th day of November, A. D. 1886.

[SEAL.] MELVILLE E. SMILIE,
Clerk.

Rev. J. A. Sherburn was formerly a presiding elder of the M. E. Church in Montpelier district of Vermont conference, and is now pastor of the M. E. Church at Plainfield, Vt. He is a man of high standing.

GEORGE W. KENNEDY.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1909.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 19, 1887.—Ordered to be printed.

Mr. VAN WYCK, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 74.]

The Committee on Pensions, to whom was referred the bill (S. 74) granting an increase of pension to Frederick Beno, have examined the same, and report:

That said Beno was a private in Company F, Twelfth Missouri Infantry, and was severely wounded in thigh and arm at battle of Vicksburg, May 22, 1863, and was only pensioned first at $4 per month; afterward increased to $50, and is clearly entitled to $72, as fully appears by the inclosed letters.

All the papers in the Department clearly establish this claim, and your committee recommend the passage of the bill, with an amendment, inserting company and regiment in which he served.

HOUSE OF REPRESENTATIVES,
Washington, D. C., December 6, 188–.

DEAR SIR: I desire to especially call your attention to the pension case of Frederick Beno, certificate No. 131076, who desires to have his allowance increased from $50 per month to $72 per month, the full sum which I understand can be given for a total disability.

I desire to state on my own personal knowledge, that Mr. Beno is totally disabled, being unable to walk and having no use of his arms or legs. He suffers intensely, and his neighbors frequently hear him several hundred yards away screaming in his misery. He is compelled to take morphine from six to twelve times a day, and has done so for years, to suppress his pain. From the use of morphine his body has become poisoned, until sores have appeared all over him, scarring his body almost completely. It is necessary to have some one by him all the time to attend him. Both testicles have had to be removed. He has a wife and three children, and possesses no property, but is a subject of charity upon his relatives, friends, and neighbors. His pain causes him to become delirious at times, and I have seen him in a perfectly insane and raving state; in fact, he is frequently insane, and when in that condition is dangerous to handle, for he then appears to have the power to strike wildly with his arms.

In his sane moments I have conversed with him regarding his service in the war, and strange to say, notwithstanding his terrible condition, he becomes enthusiastic over the fact that he has sacrificed everything in defense of his country; and I have heard him say he would do it all over again rather than to see his country destroyed.

If there was ever a case that possessed true merit for a full allowance for total disability it is this one.

Yours truly,

M. C. GEORGE.

Hon. W W DUDLEY,
ssioner of Pensions.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington D. C., September 18, 1886.

SIR: In response to your inquiry of recent date relative to the pension claim of Frederick Beno, late of Company F, Twelfth Missouri Volunteers, (certificate No. 131076) I would state that I have caused the evidence to be carefully examined and have personally considered the case.

Claimant's physical condition, as set forth in your letter, would seem to entitle him to the highest rate of pension conferred by law, but the act of June 16, 1890, granting an increase from $50 to $72, provides only for those who were receiving, or as liberally construed by this office entitled to receive, $50 at date of the passage of said act.

As claimant was not in receipt of $50, and as the evidence does not show his condition to be such as to have entitled him to said rating at that time, it is evident that he is not entitled to the benefits conferred by said act, and there is no provision under the law by which his present rating can be increased.

Very respectfully,

———— ————.
Commissioner.

W. B. TAYLOR, Esq.,
East Portland, Oregon.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1910.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 19, 1887.—Ordered to be printed.

Mr. WILSON, of Iowa, from the Committee on the Judiciary, submitted the following

REPORT:

[To accompany bill H. R. 5477.]

The Committee on the Judiciary, to whom was referred the bill (H. R. 5477) to restore to John W. Mears a fine improperly imposed on him, submit the following report:

The facts upon which this bill is based are stated in the report of the Committee on Claims of the House of Representatives, in words and figures as follows, viz:

The Committee on Claims, to whom was referred the bill (H. R. 5477) to restore to John W. Mears a fine improperly imposed upon him, respectfully report:

The claimant was master of the schooner Briton M. Tilton, of Onancock, Va. On his return from James River to Chincoteague Bay, Virginia, on the evening of March 22, 1884, he ran his schooner into Wachapreague Inlet, to land some of the men who had gone to Norfolk with him. He anchored at least a mile above the anchorage for vessels, where the channel is not more than a hundred yards wide. He went ashore in the afternoon, expecting to return to the schooner by sunset, and omitted to tell the crew, who were new men, to place the lights in position. Claimant was detained on shore, and the crew, thinking the anchorage was not on a navigable stream, failed to place the lights upon the schooner, as required by Revised Statutes, section 4233. The schooner was without a light for a few hours in the early part of the night, and before the return of claimant on board. Whilst in this condition a small revenue-cutter (drawing 2 feet 6 inches of water), which had been detained in the bay above by the tide, passed by, and the schooner was reported for not having lights, and the fine of $200, provided by section 4234 Revised Statutes, was imposed upon claimant, and he was compelled to pay the same, and it was covered into the Treasury before he obtained judicial action in the premises.

George Toy, the collector at that point, in a letter of October 27, 1884, to the Secretary of the Treasury, says, "I am satisfied it was not the intention of Mr. Mears to violate the law in the premises;" and he recommends that the fine be remitted.

Your committee are of opinion that the fine should have been remitted, and they therefore recommend that the bill (H. R. 5477) which they have had under consideration do pass.

In addition to the facts stated in said report, your committee was informed by the Acting Secretary of the Treasury that—

Petition for remission of fine on John W. Mears, master of the schooner B. M. Tilton, reached the Department September 16, 1884, and the money was covered into

the Treasury by warrant ten days later, before it was possible to take judicial action by way of remission. Fine was exacted under section 4234 of the Revised Statutes by a collector of customs and not by a court. *Prima facie* there was strong reason for great mitigation if not entire remission of fine.

There is no record in the Department of any award of money collected as a fine of John W. Mears to any officer of customs or informer.

In view of the foregoing state of facts, it is the judgment of the committee that the relief proposed by the bill should be granted. The bill is therefore reported to the Senate with a recommendation in favor of its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1911.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 21, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 899.]

The Committee on Indian Affairs, to whom was referred the bill (H. R. 899) "for the relief of A. S. Bloom," having duly considered the same, report in favor of its passage.

The bill is in the form in which it passed the House at the second session of the Forty-fifth Congress, June 14, 1878, and provides that Bloom shall be paid as a major of the Seventh Kentucky Volunteer Cavalry from September 2, 1864, to November 1, 1864, deducting any amount paid him for services for any other position held during that period.

The report (No. 470) on this bill in the Forty-fifth Congress, adopted by the House, and hereto annexed, would appear to contain all the facts, and is as follows:

1. That A. S. Bloom was commissioned a major in the Seventh Kentucky Volunteer Cavalry on the 20th day of January, 1864, by the governor of the State of Kentucky, and made application to be mustered at that date under his commission.

2. That Major Bloom was then refused muster and informed that the Seventh Kentucky Volunteer Cavalry was below the minimum, and by reason thereof there was no vacancy in the office of major, said regiment then having a colonel, lieutenant-colonel, and two majors, which was its full complement of field-officers, according to its strength.

3. That Major Bloom, by reason of such failure to be mustered, and with the assent of his colonel, proceeded upon recruiting service, to procure for the regiment a sufficient number of men to fill it to the standard which would entitle him to be mustered.

4. That Major Bloom reported back to his regiment for assignment to duty on the 4th day of July, 1864, but the proofs fail to show that he was then assigned to duty by any authority, competent or otherwise.

5. Major Bloom claims to have entered upon his duties as major of the Seventh Kentucky Volunteer Cavalry July 4, 1864, but where he was on duty, or what duties he performed, or by whose orders, neither the petition nor the proof show with any degree of certainty sufficient to establish a claim for service done and accepted by the Government.

6. Major Bloom first appears to have been assigned for duty as major, by authority having at least color to charge the Government, on the 2d day of September, 1864, by Special Orders No. 207, Headquarters District of Tennessee, Major-General Rousseau, commanding.

7. From September 2, 1864, to the 1st day of November, 1864, when Major Bloom was mustered into service under his commission, he seems, from the evidence and official orders, to have been rendering service and to have been recognized in his rank as major.

8. That at some date which does not appear, the colonel of the Seventh Kentucky Volunteer Cavalry was detached from his regiment and placed in command of a brigade; the lieutenant colonelcy was vacant by reason of the death of the officer who

held that position, resulting from a wound received in a personal rencounter with the first major, and which resulted in the arrest of such major and deprivation of him *pro tempore* from the discharge of the functions of his office, and that the second major was absent from his command by reason of disability.

These several casualities, if they may be so termed, all seem to have intervened at some time between September 2, 1864, and the date of Major Bloom's muster, November 1, 1864, so that there was during that time, or a portion of it at least, a vacancy in fact, though not in law, in the office of major, which Major Bloom filled, and discharged the duties; being a part of the time, at least, in the actual command of the regiment.

9. That the regiment of which Major Bloom had command, and in which he held his commission, was, in fact, reduced below the minimum when he was mustered, November 1, 1864, and he was no more entitled to his pay from November 1, 1864, than he was from September 2, 1864, if the letter of the law is to be followed; but, notwithstanding the legal bar, the Government availed itself of his services, and have paid him from November 1, 1864; and, in the opinion of your committee, Major Bloom is justly entitled to his pay from the time the proofs show he was under orders of Major-General Rousseau, as much so before his muster as afterward.

By the act of Congress approved June 3, 1884, it was intended, by a general bill, to give relief to this class of claims, and it appears that Bloom has presented his case to the War Department under the act, and that his case has been decided adversely, because—

"During the period claimed the Seventh Regiment Kentucky Cavalry Volunteers was reduced below the minimum strength allowed by law, and consequently not entitled to a third major."

As the commission of Major Bloom bears date *subsequent* to June 20, 1863, and as his command was below the minimum number when he was mustered, he can get no relief under the act approved February 3, 1887.

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9TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1912.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 21, 1887.—Ordered to be printed.

Mr. JONES, of Arkansas, from the Committee on Indian Affairs, submitted the following

REPORT:

[To accompany bill S. 3294.]

The House committee made the following report, which we adopt, and recommend that with an amendment the bill pass.

The facts in this case are as follows:

(1) Anthony Navarre, Stephen Negahuquet, and John Anderson are the duly appointed and recognized delegates of the Citizens' Band of Pottawatomie Indians, being duly recognized as such by the Interior Department.

(2) Navarre, one of said delegates, came to Ellis, a lawyer of Washington, in April, 1885, and requested him to take charge of the claims of said Indians against the United States, and Ellis agreed to do so, provided a contract could be drawn up. Navarre was the only one of said delegates then in Washington, and the powers of said delegates required the concurrence of all three of them in the contract.

(3) It was finally agreed that Ellis should go on with the business, it being understood that he should have 10 per centum of whatever claims might be collected through his exertions, and that a contract would be made pursuant to the requirements of section 2103 as soon as the other delegates came to Washington.

(4) Ellis then assumed charge of the business of said Indians, argued their claims before the committees, and succeeded in having a clause placed in the deficiency bill the *first* session of the Forty-ninth Congress, whereby over $49,000 was appropriated for said Indians, $31,715.85 of which inures to the benefit of said Citizens' Band of Pottawatomies, and the distribution of which to said Indians has been ordered by the Interior Department. This appropriation was made August 3, 1886.

(5) The other two delegates did not arrive in Washington until September and November, 1886, after Ellis's services had been rendered. As soon as they came they went before Judge Cartter, chief justice of the supreme court of the District, and made a contract with Ellis to pay him 10 per cent. of the amount collected through his services. This contract was drawn in strict compliance with law, but the Attorney-General held it to be invalid because drawn up *after* the services had been rendered.

Ellis then appealed to Congress.

There is no question but that Ellis performed the services. The record shows that it was upon his argument that the Committee on Appropriations put the item for said Indians in the deficiency bill. The Indian delegates themselves swear that Ellis rendered the service, and should be paid.

The Secretary of the Interior is of opinion that Mr. Ellis rendered valuable services to said Indians, and should be paid therefor. Under these circumstances we believe that the attorney having faithfully and successfully performed his duty should not be deprived of his fees because of mere informality in the making of the written contract. All parties are agreed that he should be paid. We so think, and recommend that bill H. R. 10207 be amended as follows: Strike out the title and insert "A bill for the relief of E. John Ellis," and that the bill so amended do pass.

We append the letter of the honorable Secretary of the Interior, and the affidavits of E. [illegible] and A. F. Navarre, John Anderson and Stephen Negahuquet.

DEPARTMENT OF THE INTERIOR,
Washington, January 27, 1887.

SIR: I have the honor to return herewith H. R. 10207, entitled "A bill to enable the Secretary of the Interior to pay certain creditors of the Pottawatomie Indians out of the funds of said Indians," which was referred by your committee December 15, 1886, for the views and suggestions of this Department.

The bill authorizes and directs the Secretary of the Interior "to pay, out of moneys appropriated for the Pottawatomie Indians by the act of August 3, 1886, entitled 'An act making appropriations to supply deficiencies,' &c., a sum not exceeding $3,175, being 10 per centum of the amount or proportion of said appropriation due the Citizens' band of Pottawatomie Indians, to E. John Ellis, for professional services rendered said Citizens' band in the collection of said claims."

While the facts regarding this claim and the ascertainment of the amount due were prepared in this Department and presented to Congress as early as 1870, no appropriation for its settlement was made before that provided for in the act of August 3, 1886 (24 Stat., 272), and it is for the service rendered in securing this action by Congress upon the matter that compensation is claimed.

The delegates representing the larger portion of the Pottawatomies interested in the fund have recognized the fact that valuable services were rendered by Mr. Ellis in the matter by entering into a contract with him under authority granted to them, and in their representative capacity, for payment therefor at 10 per centum of the amount of their claim.

As this contract was not found to have been made in full compliance with the statutes governing the making of contracts with Indians, no allowance could be made by the Department thereunder.

The Commissioner of Indian Affairs states in report on the case—copy herewith—that, "so far as this office is informed, Mr. Ellis performed no service whatever in connection with the action of this office and the Department in determining the claim and presenting same to Congress for action."

I have, however, been informed that Mr. Ellis did render valuable services to the Indians in the matter while it was pending before Congress and in the committees thereof, and I believe that in equity he is entitled to pay for such services.

The copy of the bill (H. R. 10207) is herewith returned.

Very respectfully,

L. Q. C. LAMAR,
Secretary.

The CHAIRMAN COMMITTEE ON INDIAN AFFAIRS,
House of Representatives.

CITY OF WASHINGTON,
District of Columbia:

I, E. John Ellis, do solemnly swear, that I am a lawyer, now practicing my profession in this city; that in April, 1885, I was approached by A. F. Navarre, and then consulted with him in regard to the business of the Pottawatomie Indians; that in September A. F. Navarre showed me a power of attorney, appointing him, John Anderson, and Stephen Negahnquet, delegates of the Citizens' Band of Pottawatomie Indians, and asked me to take charge of the business of said band here in Washington and to prosecute their claims against the United States; that I agreed to do so provided a legal contract could be made stipulating adequate fees for my services; that it was finally agreed that I would act as attorney and prosecute said claims for 10 per cent. of whatever amount might be recovered, and that a legal contract would be drawn up and signed so soon as Anderson and Negahnquet, the two absent delegates, should reach this city; that I thereupon assumed charge of their claims; that I made exhaustive examination of the treaties with the said Indians with the United States and of the laws relating to said tribe; that I argued their claims before the committees of Indian Affairs and Appropriations, and that through my services and exertions more than the sum of $49,000 was appropriated for said Indians, of which sum, $\frac{14}{15}$ accrue to the Citizens' Band of Pottawatomies, which proportion amounts to about $31,750; that after said appropriation was made said Anderson and Negahnquet arrived; that I made a contract with them for 10 per cent. of said sum, but that the Attorney-General of the United States held that said contract was illegal because made after my services had been rendered; that I have rendered the services faithfully to said Indians; that I am justly and equitably entitled to be paid 10 per cent. of said sum, or the sum of $3,175, out of the sum appropriated for said Indians, now in the Treasury Department; that said Indians, through their delegates, have sworn to the justice of my claim and ask that it be paid to me; and that said affidavit is filed herewith.

E. JOHN ELLIS.

Sworn to and subscribed before me this January 16, 1887, at Washington, D. C.
[SEAL.] ROBERT R. SHELLABARGER,
Notary Public.

We, the undersigned, being duly sworn, depose and swear:

First. That we are the only and duly recognized delegates of the Citizens' Band of Pottawatomie Indians, by powers of attorney filed and approved in the said Department.

Second. That E. John Ellis has been the attorney for said Indians since April, 1885; that he has appeared before the Department of the Interior and the committees of Congress in behalf of the claims and interests of said Indians, and has made oral arguments and written and filed briefs in their behalf; that it was through his services, arguments, and briefs that Congress appropriated $49,382.08 for said Indians, $\frac{1400}{2780}$ of which inures to the benefit of said Citizens' Band.

Third. That we, being fully authorized so to do, did make a contract with said Ellis, whereby he was to receive 10 per centum on such claims as might be collected through his services for our said Citizens' Band, but that, owing to the delay of two of us in arriving here, said contract was not fully executed until after a large portion of said services had been rendered by said Ellis, and that the Attorney-General decided that said contract, in order to be legal, should have been executed before any of said services were rendered, and that therefore said Ellis could not be paid under said contract.

Fourth. That the said 10 per cent., or the sum of $3,171.26, is just and legally due said Ellis; that the Citizens' Band of Pottawatomie Indians, through their business committee, approve the said claim and desire it to be paid, and that we, their delegates, desire that it be paid out of the share of said Citizens' Band in the said $49,382.08 appropriated through the services of said Ellis, and that Congress should authorize the Secretary of the Interior to pay the said sum to said Ellis, who has honestly and justly earned the same.

A. F. NAVARRE,
JOHN ANDERSON,
STEPHEN NEGAHNQUET,
Delegates of Citizens' Band of Pottawatomie Indians.

Sworn to and subscribed before me this the 5th day of January, A. D. 1887.
[SEAL.] ROBERT R. SHELLABARGER,
Notary Public, District of Columbia.

In subscribing the above oath I desire to state that I have signed and sworn to it partly from my own knowledge of the facts and partly from hearsay, inasmuch as I have only been in Washington since November 20, 1886.

STEPHEN NEGAHNQUET,
Delegate.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1913.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 3600.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 3600) for the removal of the charge of desertion from John Rockwell &c., have duly considered the same, and submit the following report:

In the House, on May 1, 1886, the following report was made, to wit:

That John Rockwell enlisted in the above-entitled regiment on the 1st of February, 1864; that he was then sixteen years of age, or nearly so; that while at the forwarding barracks at Columbus, Ohio, awaiting transportation to the regiment, he procured what he supposed to be a valid pass, giving him two weeks' leave of absence, on which he went home to visit his mother, which he did; while there he was arrested and brought back and forwarded to the regiment, the pass and leave being fraudulent and forged; that Rockwell acted in good faith, supposing the pass to be genuine. That he served faithfully with the One hundred and twenty-first Ohio until the same was mustered out, when he was transferred with other recruits to the Sixty-ninth Ohio Veteran Volunteer Infantry, where he served faithfully until honorably discharged July 17, 1865. From all the facts it appears that the charge of desertion is entirely technical and without merit, and your committee therefore recommend that the bill do pass.

There was no report with the papers referred to your committee from the War Department. Your committee applied to the Secretary of War for statement of service and military record, and received the following, to wit:

WAR DEPARTMENT,
Washington City, February 18, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing House bill No. 3600 and House report No. 2209, Forty-ninth Congress, first session, with petition and affidavits, relating to the case of John Rockwell, late of Company F, One hundred and twenty-first Ohio Volunteers, and requesting a full military history of this man, together with information relative to his application for removal of the charge of desertion from his record.

In returning herewith the papers, as requested, I beg to invite attention to the inclosed communication of the 16th instant from the Adjutant-General's Office, together with a copy of a report in this case transmitted to the Committee on Military Affairs, House of Representatives, March 12, 1886. This report, it is believed, embraces the information desired by you, with the exception that application for the removal of the charge of desertion was first made by Rockwell October 5, 1885.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. F. M. COCKRELL,
Chairman Committee on Military Affairs, United States Senate.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 16, 1887.

SIR: I have the honor to transmit herewith letter from Hon. F. M. Cockrell, United States Senate, inclosing H. R. 3600 and report No. 2209, Forty-ninth Congress, first session, petition and affidavits, relative to the case of John Rockwell, late of Company F, One hundred and twenty-first Ohio Volunteers, in which letter he requests a full military history of the soldier, together with information relative to his application for removal of the charge of desertion, and to invite your attention to the inclosed copy of a report from this office in the case, transmitted under date of March 12, 1886.

The report referred to is believed to embrace the information desired by Mr. Cockrell, with the exception that application for removal of the charge of desertion was first made by Rockwell under date of October 5, 1885.

The only original paper connected with the application now on file in this office consists of the affidavit of the notary public, referred to almost verbatim in the inclosed report. The original application was returned to the attorney, with adverse decision, in indorsement form, on October 22, 1885.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The Hon. SECRETARY OF WAR.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, March 9, 1886.

SIR: I have the honor to return herewith H. R. 3600, Forty-ninth Congress, first session, removing the charge of desertion from the military record of John Rockwell, private Company F, One hundred and twenty-first Ohio Volunteers, transmitted by the chairman of the House Committee on Military Affairs, and, in compliance with instructions thereon, to report as follows:

John Rockwell was enrolled February 26, 1864, and mustered in March 8, 1864, to serve three years, as a recruit for Company F, One hundred and twenty-first Ohio Volunteers; was delivered at Columbus, Ohio, March 9, 1864, and deserted, but the exact date of desertion is not shown by records. On April 29, 1864, he was arrested as a deserter at Brandon, Ohio, and subsequently joined his command, with which he served until mustered out with company, July 17, 1865.

The only evidence presented to this office, with a view to a removal of the charge of desertion against this soldier, consists of an affidavit by a notary public that Rockwell can neither read nor write, and a letter from an attorney in the case to the effect that Rockwell's defense to the charge of desertion is "that he was at home on what he supposed was a valid pass or furlough; that as he could not read or write he could not tell that the pass was a forgery, and for the same reason could not forge it himself."

The application for removal of the charge of desertion was denied by this office, on the ground that, inasmuch as this soldier did not voluntarily return, the act of Congress approved July 5, 1884, had no bearing upon his case.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The Hon. SECRETARY OF WAR.

This soldier was only sixteen years old when enlisted, and could neither read nor write. Soon after muster-in he was paid bounty. Sent home to his mother $50 and bought a $10 watch, and soon spent the balance, and wanted some money, and desired to return home for a few days, as they were in camp, and applied to some one he supposed to be an officer for a furlough. This man, taking advantage of his ignorance, told him he would procure his furlough for two weeks for the watch, which was given him, and Rockwell received what he supposed to be a furlough and went home; and when about to return, and before expiration of his supposed furlough, was arrested by Deputy Provost-Marshal Jackson, and showed him his pass or furlough, which was a forgery imposed on him by this sharper for his watch.

He was returned to his command and served faithfully to the end,

without any arraignment or trial for desertion or absence without leave, and was honorably mustered out. There was no desertion here in fact or in law, and the charge on his record should be removed.

Your committee therefore report the bill back to the Senate, recommending its passage.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1914.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 8620.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 8620) granting relief to Henry Durkee, have duly considered the same, and submit the following report:

In response to an application from the chairman of the Committee on Military Affairs, House of Representatives, the Secretary of War made the following report, inclosing report of Adjutant-General, United States Army, which are as follows, to wit:

WAR DEPARTMENT,
Washington City, June 11, 1886.

SIR: In reply to your request of the 2d instant, for information upon House bill 8620, Forty-ninth Congress, first session, which provides for amending the record of Henry Durkee, while private in Company B, Second Wisconsin Volunteers, and Company E, Fifth Wisconsin Volunteers, I have the honor to invite attention to the inclosed report of the 9th instant from the Adjutant-General's Office, which, it is believed, contains the information requested.

Very respectfully, your obedient servant,

S. V. BENÉT,
Brigadier-General, Chief of Ordnance, and Acting Secretary of War.

Hon. E. S. BRAGG,
Chairman Committee on Military Affairs, House of Representatives.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, June 9, 1886.

SIR: I have the honor to return herewith H. R. 8620, Forty-ninth Congress, first session, authorizing and directing the Secretary of War to issue to Henry Durkee a discharge from Company B, Second, and Company E, Fifth Wisconsin Volunteers—having served under the name of Henry Grant—from each of the above-named organizations under the name of Henry Durkee, and to correct the records accordingly, and, in compliance with instructions thereon, to report as follows, viz:

Henry Grant was enrolled in Company B, Second Wisconsin Volunteers, February 16, 1862, to serve three years, and discharged on account of disability May 18, 1862.

Henry Grant was enrolled in Company E, Fifth Wisconsin Volunteers, August 27, 1864, to serve one year, and discharged May 17, 1865, for disability.

It has been the invariable rule of the Department that a soldier must be borne on all rolls of the Army as of the name under which he was enrolled, and a deviation from this rule would create confusion in the records of this office, as well as in the accounts of the accounting officer of the Treasury and in the records of the Commissioner of Pensions, or other Departments, where a claim may have been or may be represented.

I have the honor to be, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The evidence accompanying the bill seems to establish satisfactorily that Henry Durkee was at time of his enlistment residing with his stepfather, Grant, and his mother, Mrs. C. M. Grant, and was generally called and known as Henry Grant, and was so enlisted and mustered, and since his discharge has assumed his true and correct name, Henry Durkee.

In the bill the question of identity is left for the Secretary of War to determine.

Your committee report the bill back to the Senate, recommending amendments in the dates of muster and discharge in the bill and preamble to correspond with the official records, and as amended recommend its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1915.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 4727.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 4727) to remove the charge of desertion from the military record of Philip Taylor, have duly considered the same, and submit the following report:

The report of the Adjutant-General, United States Army, in this case is as follows:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 26, 1886.

SIR: I have the honor to return herewith House bill 4727, Forty-ninth Congress, first session, authorizing removal of the charge of desertion against Philip Taylor, late of Company B, One hundred and fifth Pennsylvania Volunteers, transmitted by the chairman of the House Committee on Military Affairs, and, in compliance with instructions thereon, to report as follows:

Philip Taylor was enrolled September 11, 1861, and mustered in October 23, 1861, to serve three years, in Company B, One hundred and fifth Pennsylvania Volunteers, and served therein until May 3, 1863, when he was "wounded in action at Chancellorsville, Va., and sent to general hospital." He is reported on subsequent muster-rolls of company as "deserted September 21 (and October 10), 1863." On June 17, 1863, he was admitted to Baptist Church General Hospital, Alexandria, Va., and was a patient therein until July 17, 1863, when he was returned to duty. On July 18, 1863, he arrived at Camp Distribution, Alexandria, Va., and on July 24, 1863, he enlisted, and on August 18, 1863, was mustered in to serve six months, in Captain Hoffman's company (D), Second Maryland Cavalry, and served therein until February 6, 1864, when he was mustered out with company.

In an application for removal of the charge of desertion, heretofore filed in this office, Taylor swore that he was wounded in right knee at Chancellorsville, Va., and was sent to Baptist Church Hospital, at Alexandria, Va., and remained there about three months; that he was then sent to convalescent camp (Camp Distribution), where he remained about three weeks; that he then went to Washington, D. C., on a pass, and there met Captain Hoffman, of the Second Maryland Cavalry, who told him that he was ordered to pick up soldiers to do guard duty, in the emergency, as the rebels were heading for Pennsylvania; that he went with Captain Hoffman and did guard duty for about six months, and was then discharged with the regiment (Second Maryland Cavalry); that he at once enlisted in Captain Bruce's company, First Maryland Artillery, and served therein until the war closed [the name of Philip Taylor does not appear on any rolls of Capt. J. M. Bruce's company (A), Junior Artillery, Maryland Volunteers, on file in this office]; that he was prevented from returning to the One hundred and fifth Pennsylvania Volunteers by being forced into other service by Captain Hoffman.

The [illegible] referred to was denied by this office, on the ground that this soldier [illegible] ment in the Second Maryland Cavalry without a discharge from the

One hundred and fi fth Pennsylvania Volunteers, became a deserter from the latter organization by operation of law (twenty-second, now fiftieth, Article of War), and the Department was, consequently, powerless to remove the charge.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

This soldier was wounded May 3, 1863, at the battle of Chancellorsville, Va., and was in hospital up to July 17, 1863, when he returned to duty, and on July 24, 1863, was enrolled, and on August 18, 1863, was mustered into Captain Hoffman's company (D), Second Maryland Cavalry.

The muster-rolls of his first company (B), One hundred and fifth Pennsylvania Volunteers, has him marked "deserted September 21 (and October 10), 1863," which seems to be an act of carelessness.

Having re-enlisted as soon as he was fit for duty in another command, your committee leave him to the record made.

Your committee believe that his case is provided for by the act of May 17, 1886, but as there may be some uncertainty by reason of the dates he is marked a deserter, in September and October, 1863, your committee deem it best to provide by this act for his discharge as of date July 24, 1863, and recommend the passage of the bill, with the amendments indicated therein.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1916.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

MR. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 834.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 834) for the relief of John A. London, have duly considered the same, and submit the following report:

The Adjutant-General of the United States Army made the following report in this case, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, June 4, 1886.

SIR: I have the honor to return herewith letter of Hon. J. Lyman, of the House Committee on War Claims, transmitting copy of H. R. 834, for the relief of John A. London, and requesting to be furnished with such information as the records of the Department may afford in regard to the man as a member of Company A, Twelfth Kentucky Cavalry, and to report as follows:

It appears from the records of this office that John A. London, third sergeant Company A, Twelfth Kentucky Cavalry, was enrolled August 12, 1862, to serve three years. The data are shown by the *muster-in roll* of that company, dated *November* 12, 1862, with his name stricken off, the man not being present for muster-in. His name is taken up on subsequent rolls with the remark: "Absent; wounded at Owensborough, September 20, 1862, and left at Owensborough, Ky." The records do not show that the man ever joined the service after being wounded, September 20, 1862.

The records of this office do not show that application has ever been made for completion of the records or for a discharge in this case.

I am, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The SECRETARY OF WAR.

The company and regiment in which claimant was enrolled went into camp at Owensborough, Ky., awaiting muster in, and whilst so waiting were attacked, the colonel killed, and claimant severely wounded in left breast and shoulder. His company was duly mustered in on November 12, 1862, but claimant, being wounded and absent, was not mustered in, and was not thereafter fit for duty and never mustered in. Your committee, upon these facts, believe claimant entitled to such bounty as he would have received had he been duly mustered in November 12, 1862, and immediately thereafter discharged for wounds received in action in the service in the line of duty, and report the bill back to the Senate, recommending its passage with the amendment indicated therein.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1917.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3333.]

The Committee on Military Affairs, to whom was referred the petition of Orin R. McDaniel, praying for an honorable discharge from Company H, Sixty-fourth Regiment Illinois Volunteers, have duly considered the same, and submit the following report:

In the Forty-eighth Congress the following act was passed for the relief of claimant, to wit:

[PRIVATE—No. 96.]

AN ACT granting a pension to Orin R. McDaniel.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension-roll, subject to the provisions and limitations of the pension-laws, the name Orin R. McDaniel, late of Company H, Sixty-fourth Regiment Illinois Infantry Volunteers.

Approved, February 19, 1885.

Whilst said act was pending as a bill in the Senate Senator Cullom made the following report thereon, January 13, 1885, No. 983:

The application for pension in this case has been rejected because the Adjutant-General's Office failed to find any record of claimant's service, "and hence," as the Commissioner says in his letter to this committee, "the adjudication of the claim cannot be proceeded with, for it is the business of the War Department to furnish proof of service, and the report of non-service now on file must be accepted by this office as conclusive evidence, notwithstanding the testimony of Lieutenant Rives and Comrade Hutchison as to soldier's enlistment," &c.

McDaniel served five years in the Regular Army, and was discharged in April, 1861. He claims to have enlisted as a veteran in Company H, Sixty-fourth Illinois Volunteers, December 26, 1863, and to have been sent home on sick furlough February 4, 1864; that he was attacked with ophthalmia, and prevented from returning to his company; that he was sick in bed for several months, and was totally blind for two years; that he is now totally blind in the right eye and the sight of the left eye is very badly affected.

In August, 1865, affidavits were made in this case by Drs. Edwin C. Woolly and Abram J. Miller, who were partners in the practice of medicine at Paris, Ill., where McDaniel resided. Dr. Woolly testified that on February 9, 1864, McDaniel was suffering from a desperate attack of purulent ophthalmia (not venereal) of eight or nine days' standing; that McDaniel was suffering intensely, but was very anxious to recover speedily and rejoin his regiment; that he used all means in his power to reduce the inflammation and save McDaniel's eyes, but the disease resisted all his efforts; that he reported to his captain that McDaniel would never be fit for duty; that said captain directed him to keep McDaniel at home until fit for service, and to report him occasionally, which affiant did.

Dr. Miller testified that he examined McDaniel December 26, 1863, for the service, and passed him as sound and fit for duty; that the clearness of his eyes and the intensity of their color especially attracted his attention; that McDaniel was a man of vigorous constitution, and physically sound in every particular when affiant inspected him for the service; that he next saw him February 9, 1864, when McDaniel's condition was as described by Dr. Woolly; that the firm was requested by Captain Stoner, of McDaniel's company, to report his condition to him occasionally; that affiant was fully satisfied that Woolly did report to Stoner frequently, and believed he had himself so reported, but could not swear positively to the fact.

Robert S. Rives, first lieutenant of the company, makes affidavit that McDaniel was duly enrolled on the lists of the company as a private, and was duly enlisted in the service about December 25, 1863.

John Hutchison, a private in the same company, swears that McDaniel was duly enrolled in said company.

The examining surgeons of the Pension Office have certified as to McDaniel's disability by reason of ophthalmia.

The committee think the evidence is sufficient to show conclusively that McDaniel was actually in the military service as a soldier of the Union Army, and there being no doubt that he was totally blind for two years after his illness, which occurred at the time of his alleged service, and that he is now blind in one eye and partly in the other, your committee are of the opinion that he should be allowed a pension, and therefore recommend the passage of the bill.

Your committee attach hereto a letter from Second Auditor to Senator Farwell, dated February 4, 1887, as follows, to wit:

TREASURY DEPARTMENT, SECOND AUDITOR'S OFFICE,
Washington, D. C., February 4, 1887.

Hon. C. B. FARWELL,
United States Senate:

SIR: I have the honor to return herewith letter of A. Y. Trogdon, addressed to you, concerning the claim of Orrin R. McDaniel, late of First United States Mounted Rifles and Sixty-fourth Illinois Volunteers.

This soldier's claim was received January 8, 1884; and January 22, 1884, the Adjutant-General of the Army was requested to furnish a statement of service in both regiments. A full report was furnished as to First United States Mounted Rifles, and in the same report the Adjutant-General states, "The name Orrin R. McDaniel is borne on the muster-in roll of Company H, Sixty-fourth Illinois Volunteers, with a red line drawn through it," which would indicate that he was a rejected recruit.

This office can take no favorable action upon his claim until his military record as of Sixty-fourth Illinois Volunteers has been completed, application for which must be made to the Adjutant-General, United States Army, Washington, D. C. The attorney in the case, A. Y. Trogdon, was fully advised of the requirements by office letter of August 19, 1885.

An addressed penalty envelope is herewith inclosed.

Very respectfully,

J. B. CALDWELL,
Acting Auditor.

S.

Your committee, on application to the Adjutant-General, received the following reply, to wit:

WAR DEPARTMENT, *February* 17, 1886.

Hon. F. M. COCKRELL:

The report to Second Auditor in case of McDaniel is correct in fact, but as he was only enrolled and granted leave from which he never joined, and was not mustered in, it is regarded no record of service.

R. C. DRUM.

It was not the fault of this soldier that he could not be mustered in. Your committee therefore report to the Senate a bill for his relief, and recommend its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1918.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3334.]

The Committee on Military Affairs, to whom were referred the petition and papers of George W. Bolton praying for relief, have duly considered the same, and submit the following report:

Your committee applied to the Adjutant-General, United States Army, for report and information, and received the following reply, to wit:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, January 31, 1887.

SIR: In reply to your letter of the 19th instant and your telegram of the 29th instant, requesting information in the case of George W. Bolton, alias Charles W. Andrews, I have the honor to inform you that Charles W. Andrews, of Company B, Eleventh Indiana Volunteers, enlisted March 6, 1865; was admitted to post hospital at Relay House, Md., June 14, 1865; returned to duty June 23, 1865, and deserted at Relay House, Md., July 13, 1865.

The application has heretofore been denied, because the records show the man deserted and never returned to the service.

The man now claims that he was discharged at Relay House and lost his discharge, and the case is under investigation on an application presented lately by Senator Edmunds.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

Hon. F. M. COCKRELL,
United States Senate.

Your committee find the facts to be that George W. Bolton, whilst a minor, and to avoid detection of his identity, enlisted March 6, 1865, under the name of Charles W. Andrews, as a private in Company B, Eleventh Regiment Indiana Volunteers, and under such assumed name served in said company, and was admitted to the post hospital at the Relay House, Md., and whilst there, unable to perform duty, his company and regiment were ordered to Baltimore to be mustered out, and was so mustered out; and when he was able he returned home, and was not aware that he was charged with desertion or marked as a deserter until about the year 1884.

Your committee are satisfied he never deserted the service, and report to the Senate a bill for his relief and recommend its passage.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1919.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 2885.]

The Committee on Military Affairs, to whom was referred the bill (S. 2885) donating fifty unserviceable muskets and bayonets to Wallace Brown's Post, No. 190, G. A. R., of Birch Run, Mich., have duly considered the same, and submit the following report:

Your committee referred the bill to the War Department for report and information and received in reply the following, to wit:

WAR DEPARTMENT,
Washington City, February 18, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant addressed to the Adjutant-General, stating that two bills have been referred to you as a subcommittee of the Committee on Military Affairs, and that these bills provide for the donation of unserviceable muskets to Wallace Brown's Post 190, G. A. R., Birch Run, Mich., and requesting a full report on the subject.

In reply I beg to inclose a report of the 12th instant, and accompanying statements, from the Chief of Ordnance, from which it will be seen that there is a quantity of unserviceable muskets on hand, principally from those used during the late war, and that the Ordnance Department has been selling to Grand Army posts and other organizations muzzle-loading muskets at $1 each, and sets of accouterments at 50 cents each. With reference to your inquiry if there are any objections to the passage of either of the bills referred to, or similar bills, I reply that there does not appear to be any objection to the passage of these bills. It is proper to add, however, that the Chief of Ordnance expresses the opinion that if the posts knew the low price at which these old arms can be obtained, and the fact that so many posts have already purchased them, they would deem the matter of too little consequence to bring before Congress for donation; and as they can be obtained so cheaply, it would hardly seem necessary to pass any bills on the subject.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. F. M. COCKRELL,
Of Committee on Military Affairs, United States Senate.

ORDNANCE OFFICE, WAR DEPARTMENT,
Washington, D. C., February 12, 1887.

SIR: I have the honor to report on the inclosed letter from Senator F. M. Cockrell, relative to two bills before the Senate Military Committee donating unserviceable muskets to Wallace Brown's Post 190, G. A. R., Birch Run, Mich., &c., that there is a quantity of unserviceable muskets on hand, principally from those in use during the late war. I inclose a printed statement of the bulk of those on hand and for sale, now stored at the New York Arsenal, with prices attached.

The Department has been selling to Grand Army posts and other organizations the *muzzle-loading* musket at $1 each, and a set of accouterments for 50 cents each, making $1.50 for the musket and accouterments, as will be seen from the inclosed printed form of letter sent out from this office.

In reply to the Senator's inquiry whether there are any objections to the passage of either of said bills or similar bills, I have the honor to state that if the posts knew the low price at which these old arms can be obtained, and the fact that so many G. A. R. posts have already purchased them, they would deem the matter too trivial to bring before Congress for donation. The passage of these bills is therefore not recommended.

Very respectfully, your obedient servant,

S. V. BENÉT,
Brigadier-General, Chief of Ordnance.

The SECRETARY OF WAR.

Catalogue of ordnance stores for sale at New York Arsenal, Governor's Island, New York Harbor, February 6, 1886.

Quantity.	Condition.	Kind of arm.	Caliber.	Price per arm.
		Breech-loading carbines.		
463	C. & R.	Ballard's rifle, old model	.54	$2 50
25	First class	do	.54	2 25
570	C. & R.	Burnside's rifle, model 1863	.54	2 00
9,448	First class	do	.54	1 50
7,695	Second class	do	.54	1 00
3	First class	Cosmopolitan, rifled	.50	1 75
818	C. & R.	Gallagher's, rifled	.51	2 00
2,648	First class	do	.51	1 50
1,739	Second class	do	.51	1 00
122	First class	Gibbs's, rifled	.52	1 50
85	Second class	do	.52	1 00
1	C. & R.	Hall's, rifled	.54	2 00
1,384	First class	do	.54	1 50
21	do	do	.645	1 50
17	do	Joslyn's, rifled, paper cartridges	.54	.....
22	Second class	do	.54	1 00
1	C. & R.	Joslyn's, rifled, metallic cartridges	.54	2 00
1,344	First class	do	.54	1 50
494	Second class	do	.54	1 00
50	C. & R.	Merrill's, rifled	.54	2 50
1,896	First class	do	.54	2 00
599	Second class	do	.54	1 50
2,558	First class	Maynard's, rifled	.50	2 00
2	do	Sharpe's & Hankin's, rifled	.52	2 00
2	Second class	do	.52	1 50
275	First class	Sharps's, rifled	.50	4 50
329	Second class	do	.50	4 00
109	Third class	do	.50	3 50
143	C. & R.	do	.52	3 50
377	First class	do	.52	3 00
1,953	Second class	do	.52	2 50
142	C. & R.	Smith's, rifled	.50	2 00
2,923	First class	do	.50	1 50
2,503	Second class	do	.50	1 00
53	do	Spencer's, rifled	.50	3 75
2	First class	do	.50	.....
33	do	Spencer's, rifled, Stabler attachment	.50	5 75
157	Second class	do	.50	3 75
444	C. & R.	Spencer's, rifled	.52	7 75
153	First class	do	.52	5 75
158	Second class	do	.52	3 75
294	C. & R.	Starr's, rifled	.54	2 00
2,262	First class	do	.54	1 50
1,613	Second class	do	.54	1 00
40	Third class	do	.54	.....
13	Second class	do	.52	.....
13	C. & R.	Ward-Burton's, rifled	.50	2 50
62	First class	do	.50	2 00
24	Second class	do	.50	1 75
		Breech-loading rifled muskets.		
150	C. & R.	Springfield, Allen's alteration	.58	2 00
1,456	First class	do	.58	2 25
523	Second class	do	.58	1 50
16	First class	Joslyn's	.50	1 00
2	Second class	do	.50	1 00

Catalogue of ordnance stores for sale at New York Arsenal, &c.—Continued.

Quantity.	Condition.	Kind of arm.	Caliber.	Price per arm.
		Breech-loading rifles.		
3	C. & R.	Ballard	.54	$2 50
7	First class	do	.54	2 00
126	Second class	do	.54	1 50
663	First class	Greene's	.546	2 50
10	Second class	do	.546	2 00
75	First class	Merrill's	.54	1 00
3	Second class	do	.54	75
80	C. & R.	do	.58	1 50
4	First class	do	.58	1 00
		Rifles.		
27	C. & R.	Sharps's	.52	3 50
17	Second class	do	.52	2 50
152	C. & R.	Sharps's sporting, various		3 50
43	First class	do		3 00
102	Second class	do		2 50
9	Third class	do		1 50
9	C. & R.	Spencer, with Stabler attachment	.50	7 75
23	C. & R.	do	.52	7 75
3	Second class	do	.52	3 75
		Muzzle-loading rifled muskets.		
146	First class	Whitney	.58	2 50
101	Second class	do	.58	2 00
5	Third class	do	.58	1 50
386	C. & R.	Altered to percussion, model 1842	.69	1 00
224	do	Altered to percussion, patent breech	.69	1 25
1,191	do	Model 1842 (including Remington and Justice)	.69	1 25
305	do	Primer lock, model 1822	.69	1 25
1,556	First class	do	.69	75
		Muzzle-loading rifles.		
119	C. & R.	United States sword bayonet	.54	2 50
834	First class	do	.54	1 75
612	C. & R.	United States without sword bayonet, model 1840	.54	2 25
1,227	First class	do	.54	1 50
541	Second class	do	.54	1 00
228	C. & R.	United States for sword bayonet	.58	2 50
1,670	First class	do	.58	1 75
862	Second class	do	.58	1 00
560	First class	United States triangular bayonet, medel 1840	.54	1 75
91	C. & R.	United States primer locks	.58	2 50
277	First class	do	.58	1 75
872	Second class	do	.58	1 00
		Muzzle-loading rifles.		
599	C. & R.	United States, model 1840 to 1855	.58	2 50
1,869	First class	do	.58	1 75
1,486	Second class	do	.58	1 00
178	do	Whitney	.58	1 00
1	do	do	.69	1 00
		Breech-loading rifles.		
239	C. & R.	Hall's percussion lock	.54	2 00
490	First class	do	.54	1 50
1	Second class	do	.54	1 00
		Muzzle-loading smooth-bore muskets.		
707	C. & R.	Altered to percussion	.69	1 25
3,978	do	Altered to percussion, patent breech	.69	1 50
3,990	do	Model 1842	.69	1 50
39	First class	Primer lock	.69	1 00
103	Second class	do	.69	75
		Revolvers and pistols.		
6	Second class	Adams's navy	.36	1 00
2	Third class	do	.36	50
82	First class	Adams's army	.44	1 25
6	Second class	do	.44	1 00
6	Third class	do	.44	50
146		Allen's army	.44	1 25
2		do	.44	1 00

Catalogue of ordnance stores for sale at New York Arsenal, &c.—Continued.

Quantity.	Condition.	Kind of arm.	Caliber.	Price per arm.
		Revolvers and pistols—Continued.		
2	Third class	Allen's navy	.44	$0 50
8	First class	Colt's navy	.36	2 36
203	C. & R.	Colt's army	.44	2 50
618	Second class	do	.44	1 75
24	Third class	do	.44	81
53	C. & R.	Joslyn's army	.44	1 75
59	First class	do	.44	1 25
39	Second class	do	.44	75
66	Third class	do	.44	50
1,118	C. & R.	Lefachaux, army	.4275	1 00
1,049	Second class	do	.4275	50
91	C. & R.	do	.40	1 00
26	Second class	do	.40	50
670	C. & R.	Remington, navy	.36	2 00
5	Second class	do	.36	1 25
3,074	C. & R.	Remington, army	.44	2 00
178	First class	do	.44	1 50
4,295	Second class	do	.44	1 25
266	Third class	do	.44	75
412	First class	Starr, navy, self-cocking	.36	1 00
26	Second class	do	.36	75
894	C. & R	Starr, army	.44	1 25
262	First class	do	.44	1 00
735	Second class	do	.44	75
64	Third class	do	.44	50
337	C. & R.	Starr, army, self-cocking	.44	1 25
2,826	First class	do	.44	1 00
786	Second class	do	.44	75
102	Third class	do	.44	50
2	Second class	Wesson's revolvers, navy, for paper cartridges	.36	1 50
12	Third class	United States, model 1822	.70	25
		Sabers and swords.		
129	First class	Sabers, cavalry, American manufacture		1 00
49	Second class	do		20
2,263	C. & R.	Sabers, cavalry, foreign manufacture		1 00
25,571	First class	do		75
11,821	Second class	do		20
421	Third class	do		*
450	First class	Sabers, cavalry, light, American manufacture		1 00
29	C. & R.	Sabers, cavalry, light, foreign manufacture		1 00
41	First class	do		75
28	Second class	do		
203	Third class	do		*
4	C. & R.	Sabers, cavalry, officers', American manufacture		2 00
128	do	Sabers, cavalry, officers', foreign manufacture		1 75
56	First class	Sabers, horse artillery, American manufacture		1 00
346	Second class	Sabers, horse artillery, foreign manufacture		20
568	C. & R.	Swords, cavalry, foreign manufacture		1 00
756	First class	do		75
830	Second class	do		20

*At scrap value—brass 12½ cents per pound. Iron and steel 1 cent per pound.

EXPLANATION OF CONDITION OF THE STORES.

New.—Stores that have never been in service.

C. and R.—Stores which have been *cleaned* and *repaired* and put in order.

First class.—Stores that have been used and simply require cleaning.

Second class.—Stores that have been in use and require cleaning and repairing, being deficient in minor parts.

Third class.—Stores that are not repairable.

The stores marked first class, second class, and third class are all *unserviceable*.

(1) All applications for the purchase of any of the stores on this list must be made to "*the Chief of Ordnance, U. S. A., Washington, D. C.*"

(2) A deposit (or margin) of 10 per centum of the amount of each bid or proposed purchase will be required to accompany each bid. This deposit must be in the form of a certified check drawn to order, and not indorsed by a third party, on a New York City bank (or by post-office money order), and bids unaccompanied by this required deposit will not be recognized.

(3) All stores will be required to be removed within twenty days from date of sale, or such shorter time as may be fixed by the chief of ordnance. In case of failure of the purchaser to pay for and remove the stores within the time herein specified, the sale will be declared null and void, and the margin of 10 per cent deposited on acceptance of bid will be forfeited to the United States.

(4) All stores must be receipted for by the purchasers before removal from the arsenal limits.

(5) No claims for defects in any sense will be entertained after stores have been receipted for.

(6) Purchasers must satisfy themselves (before bidding) as to the quantity, kind, quality, &c., of the stores they propose to purchase, as the United States will not recognize any claim for deficiency or defects in the character of the property, its quality, quantity, &c., either before or after removal.

(7) Packing boxes will be charged at the price to be determined by the commanding officer.

(8) Articles to be delivered at the places where stored.

ORDNANCE OFFICE, WAR DEPARTMENT,
Washington, ——— —, 188 .

SIR: In reply to your letter of ———, I am directed by the Chief of Ordnance to inform you that *unserviceable* arms and accouterments, such as have been and are now being sold to G. A. R. posts, can be sold to you at New York Arsenal, Governor's Island, New York Harbor, in lots of not less than *ten*, at $1 each for the muskets, and at 50 cents per set for the accouterments. A set of accouterments consists of bayonet scabbard, waist belt and plate, cartridge box, and cap pouch.

Packing boxes are charged for extra—$1 each.

Application to purchase should be made to this office, and P. O. money order in favor of "The Chief of Ordnance, U. S. A.," for amount of purchase and packing, should accompany the application.

Ten to twenty arms are packed in one box.

Respectfully, your obedient servant,

——— ———,
Captain of Ordnance.

In view of the facts that so many Grand Army posts have already purchased the unserviceable muskets and accouterments at the low price of one dollar per musket and fifty cents per set of accouterments of bayonet scabbard, waist belt and plate, cartridge box and cap pouch, and all others so desiring can still purchase same at such prices, your committee do not deem it advisable to undertake to consider and pass special bills making such donations, and therefore report the bill back to the Senate and recommend it be indefinitely postponed.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1920

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. COCKRELL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3006.]

The Committee on Military Affairs, to whom was referred S. 3006, authorizing and directing the Secretary of War to send to Wallace Brown Post 190, G. A. R., of Birch Run, fifty unserviceable muskets, have duly considered the same, and submit the following report:

For the facts and reasons shown in the report of your committee on a similar bill, S. 2885, your committee report the bill back to the Senate and recommend its indefinite postponement.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1921.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. CAMERON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 7176.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 7176) for the relief of Isaac Crawford, having had the same under consideration, beg leave to submit the following report:

In the matter of Isaac Crawford, late a private in Company F, Third Tennessee Mounted Infantry Volunteers, it appears both from the evidence submitted by him and from the report of the Adjutant-General of the Army that said Crawford enlisted to serve one hundred days on July 1, 1864; that he served with his command until December 12, 1864, when a muster-out roll was made, which is on file in the Adjutant-General's Office, which includes said Crawford's name; that his discharge was made out at the same time, but it appears that before the command was disbanded it was ordered from Knoxville, Tenn., to march to Greene County, Tennessee, and did so, to meet a Confederate force, and in an action near Chimney Top Mountain, Crawford was, with a number of his comrades, captured and taken as prisoner of war to Richmond, Va., from whence he was exchanged; was furnished transportation to his home, where he arrived on March 22, 1865. The report of the Adjutant-General is as follows:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, June 9, 1886.

SIR: I have the honor to return herewith H. R. 7176, Forty-ninth Congress, first session, authorizing and directing the Adjutant-General of the Army to grant an honorable discharge to Isaac Crawford, Company F, Third Tennessee Mounted Infantry, to date from March 1, 1865, in place of the discharge granted him dated November 30, 1864, and, in compliance with instructions therein, to report as follows, viz:

Isaac Crawford was enrolled July 1, 1864, in Company F, Third Tennessee Mounted Infantry, to serve one hundred days, and mustered out September 29, 1864.

There are no muster or pay rolls of the company on file in this office nor in the Second Auditor's Office. There are, however, two detachment muster-out rolls on file, each dated December 12, 1864 (upon which the men named thereon were mustered out to date November 30, 1864), neither of which bears Crawford's name. He was captured in action in Greene County, Tennessee, January 23, 1865; was paroled at Aiken's Landing February 15, 1865; reported at Camp Parole, Annapolis, Md., and was sent to Camp Chase, Ohio; arrived there February 24, 1865; was received at Tod Barracks, from Camp Chase, February 27, 1865, as a paroled prisoner of war awaiting transportation, and was sent to his regiment, via Cincinnati, Ohio, on the same day. The Second Auditor reports that Crawford was paid, on form 5, April 11, 1866, to include November 29, 1864; that there is no final statement or individual muster-out roll on file, and that Crawford in his application states that he was discharged November 30, 1864, by reason of expiration of term of service; also that there is no muster-out roll of the company on file in his office; that there are two detachment muster-out rolls [illegible] the men whose names are borne thereon were paid by Major Justice Jr [illegible] that Crawford's name is not borne on either roll.

The declaration of applicant is as follows, viz:

That his discharge from the service bears date 30th of November, 1864, but it was not correct. The time for which the regiment had enlisted had expired, and one W. P. Hargrove, captain and mustering officer, came to his company at Knoxville, Tenn., and mustered them out and place in their hands their discharges, but his company was not disbanded. It was war time; there was no paymaster present to pay them, and there was a rebel guerrilla force in the county of Greene, which was then overrunning the Union people; and, waiting a paymaster, they were ordered to march to Greene County to fight those guerrillas.

The company came up with arms and horses, and were ordered to hold the county till the paymaster should come, within a few days, and then they were to turn in their arms and horses, to be paid off and disbanded. But before this was done the company was engaged with the rebels, near Chimney Top Mountain, commanded by one Capt. John Rogers. One Vincent Thompson, his comrade, and a member of the same company, was killed by his side, and several were wounded. The result was that they were overcome by numbers, and he with about eighteen others of his command were captured with arms in their hands, while acting in obedience to orders. They were taken as prisoners of war to Richmond, Va., and there kept confined until exchanged at City Point, Va., in the early spring of 1865. He was taken to Annapolis, Md., thence to Camp Chase, whence he was further transported to Knoxville, Tenn. From all the time from November 30, 1864, until he reached home, which was on or about March 22, 1865, he was a soldier; that he did not cease to be one by the blunder of the mustering officer; that he was ordered to fight, and did so with Government arms in his hands and with a Government horse under him, in obedience to orders and against the armed foes of the country; that he was made a prisoner of war and exchanged, and that he made this statement, demanding that his record be amended to show him a soldier until the 22d day of March, 1865, when he was delivered at Knoxville, Tenn.

James P. Porten swears that he was a comrade of applicant, was a prisoner of war with him, and paroled at the same time. (This statement is corroborated by the records.)

Prisoner-of-war records show affiant and eight others of same company captured in Greene County, Tennessee, January 22, 1865.

This office, March 23, 1886, decided it could take no favorable action in the case, as the man was out of service, and sent all papers in his case to Hon. Mr. Pettibone, as requested by him.

I have the honor to be, sir, very respectfully, your obedient servant,

J. C. KELTON,
Assistant Adjutant-General.

The SECRETARY OF WAR.

Your committee, in consideration of the above state of facts, report the bill to the Senate favorably and recommend its passage.

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49TH CONGESS, 2d Session. | SENATE. | REPORT No. 1922

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6162.]

The Committee on Pensions, to whom was referred the bill (H. R. 6162) granting a pension to Joseph M. Potter, have examined the same, and report:

The committee are satisfied that the facts in this case are correctly stated in the appended House report, which it adopts, and recommend the passage of the bill:

The claimant claims pension for rheumatism contracted in July, 1863, after the battle of Gettysburg, Pa., on the march from Gettysburg to Warrenton, Va. The claim was submitted by the examiner in the Pension Office for admission for chronic rheumatism, but rejected by the reviewer on the ground that the alleged rheumatism existed prior to enlistment.

The claimant testifies that about three years prior to enlistment he had an attack of rheumatism which lasted for a short time only, and he was sound at enlistment.

Dr. Warren C. Westlake testifies that claimant was in good, sound physical health and free from chronic rheumatism at time of enlistment.

U. M. Osborn, postmaster at Rahway, N. J., testifies that for a year or more prior to enlistment he was intimately acquainted with claimant, and that at that time he was in good, sound physical health, and never knew of his being afflicted with rheumatism until his return from the Army.

Dunham R. Parker, William A. Hall, Alfred E. Jewell, Joseph W. Martin, James E. Tier, John H. Lufberry, all neighbors and intimately acquainted with claimant for two years or more prior to enlistment, testify separately that during this period he was in good, sound physical health, and of their own knowledge was free from rheumatism. Capt. Thomas B. Bunting, late of Company K, Sixth New York Battery, and Capt. Walter M. Bramhall, of the same battery, each testify that at enlistment and up until the time claimant contracted his rheumatism, as alleged, he was in good, sound physical health.

The witnesses who testify as to claimant's soundness at enlistment, and for two years prior thereto, are represented to be the most reliable men in the neighborhood in which he lives, some of them even testifying that they never knew claimant to have suffered from rheumatism until after his discharge from service, and there is no testimony on file showing anything to the contrary except the honest and frank admission by the claimant that he did have a slight attack of what he thought was rheumatism some three years or more prior to his enlistment.

Captain Martin again testifies that on the march from Gettysburg to Warrenton, Va., as stated, in consequence of exposure, and becoming wet by rain and from sleeping on the ground, the claimant contracted rheumatism and became lame and stiff and unable to do duty, being compelled to go to hospital. The records show treatment in hospital.

Dr. Westlake testifies that since discharge claimant has been suffering, and still is suffering, from chronic rheumatism, being thereby rendered unable to perform manual labor except of a very light character, and sometimes he is totally unable to do any labor whatever. Claimant is a temperate man, his disease not being aggravated nor prol[illegible] intemperance or other bad habits.

Dr. [illegible] tifies that he has known claimant ten years, and has been his fam[illegible] four years; has knowledge of his having rheumatism, and of

late the disease has been very severe in its character; the larger and smaller joints are thickened, enlarged, and distorted. I have reason to believe his disease was contracted in the line of duty from statements made by my preceptor, Dr. Samuel Abernethy, now dead, who knew him prior to enlistment. The testimony of several neighbors shows that claimant has suffered continually since discharge from rheumatism, and unable to perform but little light work.

The claimant has been examined twice, and both boards of surgeons rate his disability total.

From the positive evidence of soundness at time of enlistment, and from the fact that the examiner submitted this case for admission, your committee feel it is a meritorious one, and that if the claimant suffered from a slight attack of rheumatism over three years prior to enlistment, yet at that time he was a sound man, and therefore recommend the bill pass, after amending the title, and in line 6, after the word "Joseph," inserting the letter "M," so that it shall read "Joseph M. Potter."

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1923.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6823.]

The Committee on Pensions, to whom was referred the bill (H. R. 6823) granting a pension to Peter P. Hoffman, have examined the same, and report favorably upon it for the reasons set forth in the subjoined report of the House Committee on Invalid Pensions, which is as follows:

The claimant was a member of Company H, Second New Jersey Cavalry, and claims disability resulting from sickness with pleurisy in side at Natchez, Miss., in February, 1865.

The claim was submitted for admission by the examiner in the Pension Office June 30, 1885, and July 6, 1885, rejected by the legal reviewer, on the ground that there is no record of alleged rheumatism from pleurisy.

The Surgeon-General reports the records of the division and corps to which this regiment was attached at the date in question are not on file.

Dr. J. S. Lindaberry and several others testify that claimant lived near by them prior to enlistment into service, and was at that time a sound man, free from rheumatism.

Dr. W. C. Alpaugh also testifies he was at that time a sound man.

Peter K. Walker and Daniel Groendyke, two comrades, testify that, about December 15, 1864, at Memphis, Tenn., claimant contracted camp diarrhea and rheumatism, and in February following was sick with pleurisy at Natchez, Miss., and unable to do duty for four weeks.

Dr. J. S. Lindaberry testifies that he treated claimant in the latter part of 1865 for chronic muscular rheumatism; that he has been better and worse at times, and unfitted for continuous labor. He is a temperate man, and a member of the Methodist Church.

Dr. W. C. Alpaugh testifies to treating the claimant since the spring of 1883 for chronic rheumatism and chronic diarrhea, which completely disqualify him for work—manual labor. When he works for an hour or two he suffers intensely with sciatica and lumbago. He must be careful what he eats, else he suffers from diarrhea, which is certainly chronic in character.

Dr. H. H. Miller testifies that May 24, 1884, he was summoned to see claimant, and found, on examination, he was suffering to an alarming extent with pleurisy, and that he treated him daily for two weeks, when he recovered.

The testimony of neighbors shows conclusively that claimant has suffered from rheumatism and diarrhea since his discharge from service to such an extent as not to be able to perform continuous labor, and frequently laid up from his disabilities for a considerable part of his time.

The board of surgeons rate his disability for rheumatism total; for pleurisy one-quarter, and for chronic diarrhea one-half, or one and three-quarters total in all.

Your committee, believing this a meritorious case, recommend the passage of the bill.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1926.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8828.]

The Committee on Pensions, to whom was referred to bill (H. R. 8828) granting a pension to Giles Wright, have examined the same, and report, adopting the appended House report, and recommend the passage of the bill.

Giles Wright, the claimant, late a member of Company M, Third New Jersey Cavalry, in his declaration for pension alleges disability from injuries to head and hip and otherwise, received on or about November 16, 1864, at Sandy Hook, Md., by a horse falling upon him while taking him from the stable. The Pension Office rejected the claim on the ground that there is no record of the alleged injuries. The claimant is shown to have been a sound man at enlistment.

Jonathan Stires, a comrade, testifies that he saw Wright, the claimant, a very short time after he was injured at the time alleged. He was there for a short time after claimant received his injuries and then went to the regiment, and did not see claimant again until after his discharge.

John Dougherty, another comrade, testifies that he saw the claimant at the time of receiving his injuries at the time alleged, and knows that he was injured so that he was not able to do any duty from that time until discharge.

The claimant states that after his injury he was treated by Dr. John Reed, at Knoxville, Md., a citizen physician, whose testimony he cannot obtain.

The records of the regiment do not appear to be on file in the office of the Surgeon-General.

The claimant on his return from the service was ill from the effects of his injuries, and has been since discharge a constant sufferer and very largely incapacitated for work, at times being laid up for a considerable length of time, and unable to do any manual labor whatever. He was treated for the first six months after discharge by Dr. Edward Hawk, now dead, and afterward by Dr. Studiford, also now deceased, without any favorable results.

The examining surgeon rates his disability total, third grade, at $18 per month. He reports the claimant 5 feet 4½ inches high, weighing 120 pounds; light complexion; age, 44 years; pulse, 76; respiration, 18. He says he finds he has an indentation of the skull about a quarter of an inch in depth, extending from the puncture of the lambdoidal suture and sagittal suture, along the latter about two inches. He finds deformity of the left hip, causing him to turn his foot inwards, and closes by saying that the claimant is badly crippled, walking very lame, and often has attacks of vertigo.

Your committee are of the opinion that claimant's disabilities were incurred in the service, and recommend that the bill pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1927.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9213.]

The Committee on Pensions, to whom was referred the bill (H. R. 9213) granting a pension to Mary Corbett, have examined the same, and report adopting the appended House report, and recommend the passage of the bill.

Mary J. Corbett is the widow of Alfred Corbett, late member of Company F, Fifteenth Maine Volunteers. He was pensioned for effects of intermittent fever and chills by certificate 75055, but his pension being reduced to $4 per month, the expense and loss of time in traveling quite a distance to collect it he thought fully balanced the time and expense lost in its collection, so he was dropped from the roll by reason of allowing the pension to remain unclaimed three years, and he never applied to be reinstated, although his disabilities increased with advancing years, being always troubled with dizzy spells, which he always said came from a sunstroke in the Army. He was a carpenter by trade and pursued that occupation ever after his return, as the evidence shows, except when obliged to lay by from time to time by reason of his disabilities.

While at work upon a building he was suddenly seized with one of his dizzy spells and fell, incurring injuries which resulted in his death. His widow filed a declaration for pension, alleging "that the dizziness which caused the soldier to fall was the result of exposure while in the Army." Her claim was rejected because of "no medical evidence of continuance of disability for which pensioned and widow's inability to furnish same."

The evidence in the case all goes to show that soldier was a sound man at enlistment; that he was discharged and pensioned for disabilities which ever after affected him, one of the phases of which was vertigo.

The only medical evidence of existence of vertigo is that of Dr. Charles Jordan, of Wakefield, Mass., who testifies:

"That he has been the soldier's family physician for the last ten years (since 1873).

"Soldier's trouble was giddiness, supposed to have been caused by sunstroke while in the Army; that soldier was killed by a falling building (frame); and the soldier stated after he received the fall which caused his death that 'he was dizzy, which caused him to fall.'"

As to incurrence of disability, James N. Whitmore, major of the Fifteenth Maine Regiment, testifies:

"On or about June 20, 1865, said Corbett was detailed to superintend the running of a ferry on the Waccamaw River, near Georgetown, S. C. It being a hand ferry, and worked by boat and lines, it necessitated much exposure night and day, the duties being no less arduous night than day, the frequently swift currents of the river requiring excessive physical effort and constant exposure to sun and wet and the miasma from the swamps of the rice district; that soldier here contracted a congestion of the brain, which ever after rendered him unfit for military duty, and in opinion of affiant he has never recovered from its effect, which disability was contracted in line of duty."

It is abundantly shown by affidavits of men with whom he worked, as well as by neighbors and friends, that he continuously suffered from dizziness; especially was this so if he looked up suddenly, a vertigo immediately ensued, as was the case at the time of the fall which resulted in his death. His service in the Army was fifteen days short of four years. In that time he did good service, as did also his two sons. His widow is old and poor.

Your committee are of the opinion that her inability to furnish medical evidence of continuance should not operate as a bar to her claim, when the fact of continuance is well established by the evidence of employers and neighbors. They therefore report back the accompanying bill and recommend its passage.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1928.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 5171.]

The Committee on Pensions, to whom was referred the bill (H. R. 5171) granting a pension to Missouri Anderson, have examined the same, and report:

This bill is for the relief of a dependent widow. The case did not come within the provisions of the general laws, but is one in which Congress may very properly extend relief. The report of the House is adopted, and is as follows:

Reuben W. Anderson, of Company A, Tenth Regiment Kentucky Cavalry, enlisted December 20, 1863, and was discharged June 26, 1865, and died April 4, 1870. He was married to the claimant in November, 1865. The claimant has two children by the deceased soldier, who are both under sixteen years of age. She is very poor and without means to support herself and children.

The evidence is as follows:

The Adjutant-General's report shows the soldier was admitted to the hospital at Paducah, Ky., March 18, 1864; July 11, 1864, admitted to hospital at Camp Nelson, and returned to duty October 19, 1864. He entered post hospital, Paducah, Ky., March 27, 1865; entered Joe Holt Hospital, Jeffersonville, Ind., May 22, 1865, as convalescent, and was mustered out of service at Louisville, Ky., June 26, 1865. Several comrades testify soldier was sound at enlistment; that about August, 1864, his eyes began to get sore from the effects of a long and rapid march while in pursuit of the rebel General Morgan through Kentucky; that his eyes continued bad, and he became nearly blind. His habits were good.

Maj. J. Johnson testifies that about April 4, 1870, said soldier had been at work; was cutting a tree with an ax; that when the tree fell it took with it another tree which was turned up by the roots, and the body of this last tree fell on and across said soldier and killed him; that affiant saw him after he was killed, and from the place where he had been chopping and the place where he was found he must have been trying to escape, and, as he supposed, from the effects of vision and not being able to distinguish objects clearly, instead of getting out of the way of danger ran into danger by the falling of the other tree. Deponent witnessed the body while under the tree and was the second person to him after the accident.

The soldier in his lifetime, in an address to the public, stated that he had lost his eye-sight in the service of his country, and that he did not wish to become a burden to the public; appealed to the public to buy the poetry that he had composed that he might maintain his family.

The Pension Office rejected this claim November 7, 1874, on the ground that "the cause of soldier's death was not the result of his military sevice," and then adds, under date of October 20, 1875, "Inform the claimant that the claim cannot be allowed under the general pension law. Her only recourse is to Congress for a special act."

Your committee are of the opinion that the soldier lost his eye-sight from his Army service, and that it was owing to the loss of sight that the tree fell on him and caused his death; that this claim is a meritorious one, and therefore recommend the passage of the bill.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1929.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8437.]

The Committee on Pensions, to whom was referred the bill (H. R. 8437) granting a pension to Thomas Weekley, have examined the same, and report:

There is evidence that this man was badly injured in the line of duty and that he is disabled now, as shown in the House report, which is as follows, and is adopted:

Soldier enlisted November 3, 1862; discharged June 27, 1865; filed claim for a pension October 13, 1873, alleging that while engaged in procuring timber for a block-house at Piedmont, W. Va., June 1, 1863, and holding the end of a log on the side of a hill, his hand-spike slipped—he fell with his face against the log, his chin and lower jaw were bruised, his upper teeth and part of the lower teeth were mashed out, and his back and breast were seriously injured.

Claim rejected on the ground that there is no record evidence of the alleged injury, and claimant cannot furnish the testimony of any officers or comrades who have personal knowledge that he was injured in the line of duty in the service.

The evidence of claimant's health and soundness at the time of his enlistment is full and not questioned by the Pension Office.

Comrades Andrew Liestin and Elijah Hissen testified that it is their personal knowledge that claimant lost his teeth and received an injury to left breast while on detached service in falling and delivering logs for a block-house built to guard bridge No. 21 on Potomac River, near New Creek, W. Va., and that after receiving said injuries he was sent back for treatment, and that the injury was received in June, 1863; and the said comrade Elijah Hissen further testified that claimant was at the time with Sergeant Freeborn and Private David Fields, who were subsequently reported killed at the battle of Cloyd Mountain, and that claimant was treated in hospital by Surgeon Morse, who died in the service.

Assistant Surgeon J. H. Bromfield has no recollection of treating soldier in the service. From a private record in his possession it appears that soldier was given a surgeon's certificate on account of chronic rheumatism and loss of teeth. To the best of his recollection this was in May or June, 1865.

A number of neighbors testified that when soldier returned home from his regiment his teeth were all gone; he complained of pain and weakness of side and back.

The record of Adjutant-General's Office shows him absent working on block-house at Bloomington, Va., May, 1863; also shows him absent sick in hospital at Parkersburg, Va., and Cumberland, Md., August 31, 1863. Regimental hospital records not on file.

The Saint Paul board of examining surgeons report as follows:

"Man has not a vestige of a tooth or root in his head. The spines of lower dorsal vertebræ project more than normal, and curve toward left. Complains of pain on pressure. Seem thicker than the line above and below. No evidence of any injury to chest, by inspection, ausculation, or percussion, or in left side; at times has difficulty in passing water; and rate him three-fourths total for injury to back."

The evidence shows that soldier was healthy and sound at the date of his enlistment; that he received some injuries while working on the block-house while on detached duty; that he was treated in the hospital; that he returned home after his services in an enfeebled condition, and has continued in that condition more or less ever since.

In view of all the testimony, your committee are of the opinion that the soldier received the injuries for which he claims a pension while in the service of the United States and in the line of duty, and therefore recommend the passage of the bill.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1930.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 3963.]

The Committee on Pensions, to whom was referred the bill (H. R. 3963) granting a pension to Henry P. Reed, have examined the same, and report:

This claimant was rejected on the ground that his disability existed prior to enlistment. The evidence is contrary to this conclusion. The report of the House is adopted, and is as follows:

Henry P. Reed enlisted as a private in Company D, Fourth Pennsylvania Veteran Reserve Corps, on the 17th July, 1861, and was discharged on surgeon's certificate of disability October 8, 1862, for hemorrhoids.

Claim was rejected on the ground that alleged hemorrhoids existed prior to enlistment, as shown by certificate of disability.

Testimony, as proven by Charles E. Stewart, Bernard Fox, Harry S. Roberts, Humphrey Murphy, and Martha W. Murray, showing that claimant was a sound, healthy man at and before enlistment.

A. Patze, late surgeon of claimant's regiment, in a letter to claimant's attorney, states that he has no recollection of claimant's disability, but well remembered the name, and in his opinion claimant would not have been accepted in the service with such a disability, and further says:

"I have no recollection of the treatment which I undertook with claimant Reed; however, my memory is often revived by collateral circumstances; please advise Reed to write me reminding me of such collaterals as may help to awaken the slumbering mind, and if I can write him a certificate, so far as conscience permits, he has to pay me $5 in advance."

The claim was rejected on the medical certificate of this surgeon, based on an examination of claimant had about fifteen months after enlistment.

Your committee is of opinion that injustice would be done to a worthy claimant if his claim should be rejected upon the certificate of this surgeon, under the circumstances, and with the facts as above recited. The only unfavorable feature in the case is the surgeon's certificate as to the existence of disability at enlistment, based on an examination had about fifteen months after enlistment, when the evidence of soundness of claimant at enlistment is abundant and reliable.

A captain of claimant's regiment states that when claiment enlisted he was in good bodily health and a sound man, being fully capable of performing the duties of soldier.

E. D. Barthe, publisher of the Star, at Plymouth, Pa., states he was acquainted with claimant for ten years before his enlistment, having lived in the same house with him, and never knew of claimant having a day's sickness, and visited his family daily and weekly during all the time above specified, and knows claimant was a sound man when he enlisted.

The bill is reported favorably with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1931.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 8355.]

The Committee on Pensions, to whom was referred the bill (H. R. 8355) granting a pension to Sarah A. Jones, have examined the same, and report:

This bill is for the relief of the dependent mother of Robert A. Jones. The soldier's service and death are proven. The rejection was based upon the non-dependence of the mother. The report of the House is adopted, and is as follows:

It appears that the soldier enlisted September 15, 1861, and died December 24, 1863, of wounds received at the battle of Mission Ridge, Tennessee.

Pension is claimed as the dependent mother of the soldier.

The husband of the claimant died December 7, 1881.

The claim was rejected on the ground that the claimant was not dependent upon the soldier for support at the date of his death.

The following is a summary of the testimony in the case:

M. Tracy, a neighbor, says claimant's husband in 1863 owned very little property; all his personalty was not worth more than $75; his income was very small; he was an old man and not able-bodied.

Daniel Hunteman, a neighbor, says that claimant's husband was sixty years old in 1863; he owned 240 acres of land, which was worth about $3 per acre; his whole personalty was not worth more than $300; his income was about $200 or $250; that the soldier worked two years with his father and his parents used his wages.

Hezekiah Cook, a neighbor, corroborates the testimony of Daniel Huntsman.

E. E. Horton, a neighbor, says the claimant's husband was sixty years old in 1863; owned a farm worth $500; had no income except the products of said farm; owned two "plug horses," a cow, and a few hogs.

P. I. Martin, a neighbor, corroborates affiant E. E. Horton.

John W. Huntsman, a comrade of the soldier, states that in 1863 the claimant's husband was "hard run" and in debt some; owned two "plug horses," both worth $75, and a poor farm; his income from all sources was hardly $200; that the soldier, while in the Army, sent money to the claimant; affiant wrote letters transmitting same; the claimant did not have much support after the war.

J. W. Martin, a comrade of the soldier, testifies that the soldier gave him $30 or $40 before the battle of Mission Ridge to be sent to his father in the event that he was killed in that battle; he was wounded and died.

The testimony, of which the above is a summary, was taken before a special examiner of the Pension Office, and the witnesses were thoroughly interrogated.

Your committee are of the opinion that the rejection of this claim was a great injustice to the claimant, and, believing that it is meritorious and fully proven, recommend the passage of the bill, amended by inserting in line 6, and after the word "of" where it last occurs, the words "Robert A."

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1932.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6423.]

The Committee on Pensions, to whom was referred a bill (H. R. 6423) granting a pension to Mary Kaylor, have examined the same, and report:

The soldier and husband died before completing his claim, which was, in the opinion of the committee, well founded. This bill is for the relief of his widow. The House report is adopted, and is as follows:

John Kaylor enlisted September 10, 1861, in Company C, Fourth Illinois Cavalry, and was discharged November 3, 1864.

He filed his application for a pension February 3, 1876, for wound over the left temple and injuries to his kidneys and groin, which he alleges was caused by his military service. Said soldier died before completing his claim, on January 21, 1879, and his widow, Mary Kaylor, the claimant, asked for a pension on the ground that said soldier died from injuries received in the service. Her claim was rejected in the Pension Office on the ground that there was no record of the alleged injury and the inability to furnish any medical evidence to show the existence in the service or at date of discharge.

The Adjutant-General's report shows the soldier sick in hospital November and December, 1862, but fails to show the cause of his sickness. One of the officers of the company swears that he had the fever. Said Adjutant-General's report shows that he was taken a prisoner December 20, 1862, and returned to his company February, 1864, and that he remained with his company until he was mustered out of the service.

The evidence of his officers shows that he was not fit for service after he returned, and that after his return to his company in 1864, he was thrown from his horse and badly injured by a cut in his head.

Several witnesses testify that he was a sound, able-bodied man at enlistment, and that when he returned from the Army he was broken down in health, was suffering from an injury in the head, and was ruptured in the groin, and complained of injuries and misery in his kidneys.

Two comrades swear they saw him thrown from his horse while in the service, and that he received the injury to his head in the fall.

It appears that one of the physicians who treated the soldier after his return from the Army is dead, and the one who treated him at the time of his death was a traveling doctor and that he left the country shortly after the death of the soldier, and no one knew where he went to.

Several witnesses testify that this soldier came home from the Army with the injury to his head, and that he was ruptured and that he suffered continuously from his kidneys; and that he gradually grew worse to his death; that prior to his death his disease assumed the form of dropsy, which caused his death; that he was very poor, left no minor children, and his widow is over sixty years of age and very poor and needy.

Your committee are of the opinion that the cause of the soldier's death is fairly traced to his Army service, and therefore recommend the passage of the bill.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1933.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 9301.]

The Committee on Pensions, to whom was referred the bill (H. R. 9301) granting a pension to Joseph Jones, have examined the same, and report:

The claimant was rejected by the Pension Office on the ground that he was not wounded while in the line of duty. The evidence quoted in the House report, which is adopted, and is as follows, vindicates his service and his claim:

Joseph Jones enlisted as a private in company C, First Regiment Tennessee Cavalry, February 1, 1863, and was discharged May 27, 1865.

The claim was rejected by the Pension Office on the ground that the alleged wound of right shoulder was not received while in line of duty.

The claimant alleges that while in the service and line of duty, near Panther Springs, Tenn., about December 5, 1864, he received gunshot wound of right shoulder.

A report from the Adjutant-General's Office says:

"This soldier, on my muster pay-roll, dated April 30, 1865, was charged with desertion, since which time I learn, by a certificate from James P. Brownlow, adjutant-general of Tennessee (late colonel of the First Tennessee Cavalry), that he gave soldier permission to be absent on account of a wound received from guerrillas.

"JAS. E. COLVILLE,
"*Captain, Commanding Company.*"

Claimant, in his own statement, says he was detailed by Capt. John A. Thornhill on detached service, and never was absent a day from June 26, 1864, until the time he was wounded, December 5, 1864, and was sent to a private house, as they were 40 miles from any hospital.

Andrew L. Walker, a comrade of the claimant, states that he knows of the claimant receiving a gunshot wound in right shoulder; that claimant was on special detail duty when he received the wound, acting under orders of Captain Thornhill; was not present when he was shot, but saw him directly afterwards.

Thomas W. Thornhill, another of claimant's comrades, states substantially as above.

James M. Shepard, claimant's comrade, says he was present when claimant was shot; he was hit on the right shoulder. The shooting was done by a rebel soldier, near Panther Springs, Tenn.. about December 1, 1864.

Claimant has been examined before examining boards at different times, and he gets a rating of one-half.

Your committee, after examining the proof in the case, find the claim a meritorious one. They therefore recommend the passage of the bill, amended in line 6 by striking out the word "the" and inserting in lieu thereof the words "Company C."

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1934.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 4678.]

The Committee on Pensions, to whom was referred a bill (H. R. 4678) restoring to the pension-roll the name of James Monohan, minor child of Richard Monohan, deceased, have examined the same, and report:

The name of the minor son of this soldier was dropped from the roll on the ground that the death of the father was not the result of his service. The examination of the testimony does not sustain this conclusion. The House report is adopted, and is as follows:

James Monohan is the son of Richard Monohan, who enlisted in Company A, One hundred and eighty-sixth Pennsylvania Volunteers January 16, 1864; was discharged August 15, 1865, and died June 12, 1871.

Pension was allowed this claimant, but his name was dropped from the rolls on the ground that the death cause of the soldier was not due to his service. We quote the following evidence in reference to that point:

Dr. Pfeiffer, late assistant surgeon One hundred and eighty-sixth Regiment, testifies:

"The soldier was attended by him at various times during the latter part of 1864 for rheumatism, intermittent fever, and incipient consumption. It is supposed that camp and guard duty had a severe effect on his somewhat weak constitution and finally developed consumption, of which he died."

D. S. Bossler, late lieutenant Company A, testifies—

"About March, 1864, at Camp Provost, Philadelphia, the soldier, from exposure on guard duty in stormy weather, contracted a fever and other diseases, and was unfitted for active duty. He also had cold and inflammation of the eyes. About January, 1865, he was relieved from duty and detailed as regimental tailor by reason of his weak and broken-down constitution."

Dr. Robert Burns testifies—

"He saw the soldier two or three times in May, 1881, in a very and reduced state beyond the reach of medical improvement, also at his house June 1, 1871, visited him three times until his death. Disease was pulmonary consumption induced by lingering illness contracted in service; that he died June 12, 1871, of said disease. While under his treatment he was in a hopeless state, suffering from destroying oppressions and unable to take any nourishment; that while he was in the Army he had intermittent fever, followed by pneumonia, from which time his constitution was broken down. He was well acquainted with soldier for twenty years prior to death, and saw him often after his discharge, and soldier never regained his former health. His physical powers seemed to be broken up. Notwithstanding this he continued to work to keep a home for his child and a sister. He was a temperate and worthy man, and the benevolence of the Government would be well bestowed on his son. He saw soldier occasionally from the date of his discharge to date of death, and during all of the time he was in a sure decline with consumption of the lungs. He had a cough and expectoration, and gradual loss of flesh and strength from discharge to death."

Your committee have examined this case with great care and have been unable to see why the name of James Monohan was dropped from the pension-roll. In their opinion the father, Richard Monohan, died of disease contracted in the service. The evidence seems to them entirely satisfactory as to this point, and they therefore recommend with unanimity and very heartily the passage of the bill.

The bill is reported favorably, with a recommendation that it do pass.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1935.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. MITCHELL, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 3931.]

The Committee on Pensions, to whom was referred the bill (H. R. 3931) granting a pension to Nancy Gunsales, have examined the same, and report:

The facts in this case are set forth in the accompanying report of the House committee. We recommend the passage of the bill.

Claimant is the widow of Samuel Gunsales, late of Company F, One hundred and ninetieth Pennsylvania Volunteers, and applied for pension as such widow, alleging that the soldier died January 23, 1885, of disability contracted in the service aforesaid. The soldier was a pensioner at the time of his death, at the rate of $12 per month, for gunshot wounds of right leg, left thigh, and left testicle. Claimant was married to the said soldier January 28, 1845.

Dr. James Haller, of Burlingame, Kans., who had examined the soldier in 1882 and 1884, on his application for increase of pension, testifies, under date of March 16, 1886, as follows:

"I am sixty-two years of age, a resident of Burlingame, Osage County, Kansas, and have been for the past seventeen years; have practiced medicine and surgery for thirty-five years last past; that I was acquainted with Samuel Gunsales, deceased, late a private Company K, One hundred and ninetieth Pennsylvania Infantry Volunteers, and examined him in June, 1882, for an increase of pension, 176,263, granted because of disability incurred in the Army from gunshot wounds of right leg, left thigh, and left testicle, and for which I rated him at that time, to the best of my judgment, in accordance with the physical condition then found. Again, in March, 1884, by order of Commissioner of Pensions, I made a special examination, going to his residence, 17 or 18 miles distant; found an aggravation of disability arising from wounds over last examination, and rated accordingly. Also found, from his own statement, one of his physicians, (he having had three or four,) and that of his neighbors, he had been disabled for manual labor for a year, and because of anasarca of lower extremities and abdominal dropsy had been confined to the house for four months. Two months previous to my visit paracentesis was practiced; a gallon of water drawn; abdomen, however, soon refilled. A physical exploration under the extreme distension of abdomen exhibited, so far as I was able to determine, no increase in size of liver. Spleen I expected to find enlarged; it was not. Said he never had any malarial difficulty. Most that I learned from kidneys was subjective. Urine had been normal in quantity and color until abdomen began to fill; was now scanty and high colored. Tested, it contained albumen and urates and slight increase of specific gravity. I regarded the case as one of fibroid liver and kidney, and if it was sequence of disease incurred in the Army and in line of duty, which I believed it was, he was entitled to an additional rating, 'second grade.'

"Although I had seen the decedent a number of times, I never prescribed for nor conversed with him except on the two occasions of examination. Those who were best acquainted with him said he was strictly temperate in his habits, did not use alcohol [illegible]; the most frequent cause of such scleroses."

Dr. E. N. Weems, of Marion, Kans., testifies:

"At different times I was called to visit and prescribe for Samuel Gunsales from September 4, 1881, to January 21, 1885. During his last sickness I was called to see him November 25, 1883. His condition at that time was one of general dropsy. On the last above-mentioned date I performed the operation of paracentesis and visited him almost every day thereafter until January 17, 1884. I was not permitted to visit him again. I cannot state positively, in the absence of proper data, as to the cause of his trouble. His trouble was not acute, but chronic. There was a general anasarca of all the tissues of the body, beginning with the lower extremities. I was not in immediate attendance on him at the time of his death, hence cannot give the immediate cause of death. His general health from the time I first met him, in September, 1881, was poor; there seemed to be a failing of all his vital organs."

Three neighbors testify to his death from dropsy. The only question in this case is as to whether the soldier's death was the result of his wounds. The evidence is not so clear and positive as to comply with the requirements of the Pension Office. The evidence of the physicians seems to make a reasonable case that the dropsy was the result of the wounds and the consequent debility arising therefrom.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1936.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. MITCHELL, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 6656.]

The Committee on Pensions, to whom was referred the bill (H. R. 6656) granting a pension to Mary Tarbell, have examined the same, and report:

The facts in this case fully appear in the report of the House committee, hereto annexed. Your committee recommend the passage of the bill.

That the claimant, Mary Tarbell, is the widow of William H. Tarbell, late a lieutenant in Company D, Seventy-sixth New York Volunteers.

The soldier enlisted as a private in said company September 14, 1861, was wounded at the battle of Gettysburg, was discharged September 5, 1864, and died January 5, 1874.

In his certificate of discharge, of date of September 5, 1864, the nature and extent of his wound and cause of discharge are stated as follows:

"Incapable of performing the duties of a soldier because of a gunshot fracture of left thigh, with 2½ inches shortening of limb and thigh, and impaired power and motion."

For this disability he was pensioned, and in December, 1866, when examined for an increase of pension, Dr. Gazlay, the examining surgeon of the office, in his certificate, states as follows:

"A ball entered the left thigh, about 5 inches above the knee, producing a comminuted fracture of the femur. A number of pieces of bone have been removed; the wound is still discharging; the bone between the fracture and knee considerably enlarged; shortened about 2 inches; partial anchylosis of knee-joint. The shortening of limb and stiffness of knee are permanent, and on account of the extensive disease of bone I think it is doubtful whether he can be cured without amputation."

His last examination was in September, 1873, and the examining surgeon in his certificate states as follows:

"Tarbell was pensioned for a gunshot wound through the left thigh, fracturing the bone, and has continued to discharge from the wound until this time. The disability is permanent in its present form."

The soldier being a poor man, in January, 1874, went out into the woods with his brother-in-law to cut and draw home their winter's supply of wood, and was killed by the falling of a tree they were cutting down.

A bill was introduced into the last Congress in her favor. The bill passed the House, but failed to pass the Senate.

The Committee on Invalid Pensions in their report make a full statement of the manner of his death, and this report is hereby made a part of our report:

"It appears that William H. Tarbell was first sergeant (commissioned lieutenant) of Company D, Seventy-sixth Regiment New York Volunteers, and while engaged in the battle of Gettysburg, July 1, 1863, received a gunshot wound by a rifle ball in the upper part of the left thigh, fracturing the bone very badly, from which he never (only partially) recovered, leaving the bone weak, with four inches shortening; with continued necrosis of bone, and exhausting purulent discharges; with a sinus extendi[illegible] seat of the wound to the knee; with knee-joint stiff, leaving him

with great disability. He was drawing at the date of his death a pension of $18 per month. He was killed on the 5th day of January, 1874, while at work in the forest cutting wood for his family's use, under circumstances which render it morally certain that his death resulted from wounds received in the service, when without such wounds he would have escaped unharmed.

"The widow made her application for pension, but it was denied, presumably on the ground that his death did not result from said wounds. Cause of rejection not stated. Her petition is signed by a large number of citizens of McGrawville, N. Y.

"The evidence in the case is strong and direct.

"H. C. Hendrick, late surgeon of the One hundred and fifty-seventh New York Volunteers, testifies:

"'That he was well acquainted with Tarbell from the summer of 1865 to the time of his death; that he was said Tarbell's surgical adviser, and had full knowledge of the extent of his disabilities, resulting from a wound said to have been received at the battle of Gettysburg, in July, 1863, by a rifle ball, causing an extensive fracture at the upper third of the left thigh; that in healing the bone was shortened four or more inches; that the leg was weak; that he had constant necrosis of the bone; that there were extensive discharges of pus from various parts of the diseased thigh; that there was one sinus from near the seat of the wound, discharging under the knee; that so extensive were the purulent discharges that said Tarbell was ordinarily under the necesity of changing the dressing upon his limb several times a day; also, that the knee was stiff, result of contraction of tendons and changes of tissues; that he was very lame; that said Tarbell could not step backward; often spoken of by himself that to move in a rear direction he must first turn himself around and move with a forward step; that he could not leap or jump, only with one foot, alighting on the same; that these disabilities existed at the time of his death; that the extent of the disease of the bone was such, and the consequent disability, that Tarbell had meditated having the leg amputated, and had several times consulted deponent in relation thereto; further, that in the situation in which Tarbell was placed at the time of the accident, as described by Waldo V. Shearer, who was with him, and precisely similarly situated, and who, with the full use of his limbs and with the utmost effort, barely escaped uninjured, it is the opinion of deponent that Tarbell, with his disabilities, could not have possibly extricated himself, and that in this view his death was the result of his wounds received in the Army.'

"Waldo V. Shearer, the witness alluded to in the foregoing affidavit, swears:

"'That he was with Tarbell on the day of his death in the woods cutting timber; that they were felling a large, tall tree, and in falling the body of the tree split upward a distance of about 19 feet, forming a high spur-stump, upon which the falling tree poised itself and shot backward like an arrow with great velocity, striking said Tarbell, bearing him to the ground and crushing his head, and killing him instantly. That when said tree began to fall, deponent and said Tarbell went back to the rear of the tree to a supposed place of safety, a distance of 30 feet, and were there standing side by side at the moment the danger was discovered. That deponent having the full use of his bodily powers did, only with great effort, succeed in extricating himself from his perilous situation and escaped unharmed. Tarbell did not, and could not do so, on account of his extreme lameness, but made due effort to escape by the same means and in the same direction as deponent. Deponent says he had been with Tarbell daily for a month previous to his death, laboring in the same woods, and that they rode to and from the forest on account of Tarbell's lameness; that Tarbell was very lame from his wound, and that the leg was made shorter than the other and weak, and the knee stiff; that it discharged very copiously every day, and that Tarbell always carried in his pocket extra dressings for his leg; that the discharge was so copious that he had often to dress his limb while in the woods, and that he usually dressed the wound three or four times in twenty-four hours; Tarbell could not walk backwards, or leap, or jump, only upon one foot; and, having a full knowledge of the situation and Tarbell's lameness, does not think it possible for him to have escaped unharmed.'

"These affidavits point directly and conclusively to the fact that Tarbell was seriously disabled by wounds received in the service. Had he had perfect use of his limbs, as did his companion Shearer, he would have probably escaped, but his powers of locomotion being restricted by his wounds, he became the victim of the accident. The committee have no doubt that his wound was the indirect cause of death, and that the widow should be pensioned. It is therefore recommended that the bill do pass."

The soldier is shown to have been a man of good character, of temperate habits, and a careful, cautious man.

The claimant is shown to be a poor, worthy Christian woman. Her claim for a pension was rejected at the office because the falling of the tree was not due to the disability for which the soldier was pensioned.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1937.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. WHITTHORNE, from the Committee on Pensions, submitted the following

REPORT;

[To accompany bill H. R. 7418.]

The Committee on Pensions, to whom was referred the bill (H. R. 4718) granting a pension to Emily Threadgill, widow of Nathaniel Threadgill, late of Company B, Third Tennessee Cavalry, have examined the same, and report:

That no such regiment or company is borne on the official rolls of the Government. It is alleged that the Third West Tennessee Cavalry Regiment was being organized under authority of General Dodge, U. S. A. This, if so, should be shown by the records. It is further alleged that the said company was at time of disaster or alleged capture under command of a United States officer, but this officer is not named. If so, the verity of the allegation could be sustained. It is further alleged that soldier died a prisoner of war at Danville, Va. If so, the records in possession of the Government would show it, but such record is not exhibited. These facts may exist, but in the absence of the proof which should have been provided by the claimant this committee cannot now recommend the passage of the bill, and ask to be discharged, but this without prejudice to claimant in any future application for relief.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1938.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 6066.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 6066) to authorize the sale of the United States barracks property in the city of Newport, Ky., and the purchase of a new site and the erection of buildings thereon, having considered the same, report as follows:

The buildings and grounds at Newport Barracks, Ky., are in the angle between the Ohio and Licking Rivers and subject to overflow when there is a high stage of water. In the last three years the parade ground has been inundated, access to the post has been made difficult, and the quarters uninhabitable. Under these circumstances the Lieutenant-General of the Army has declined to recommend money for repairs, and it seems clear that the post should be moved to higher ground.

This post is near a great commercial center, and its location, from a military point of view, is considered an excellent one, and if a change is made it seems desirable that the new location should be in the vicinity of the old one if suitable grounds there can be obtained on reasonable terms.

The bill authorizes the sale of the barracks property at Newport at not less than its appraised value, the net proceeds to be paid into the Treasury, but there shall be no sale until after the Secretary of War shall have obtained for the Government the option to buy the land he may select for a new site at a price to be approved by him. The selection is to be made as near Newport as suitable grounds for the purpose can be procured at a cost of not above $60,000. The bill appropriates this sum, or so much thereof as may be necessary, to buy the land and $100,000 for the necessary improvements.

The bill seems carefully to guard the rights and interests of the Government as to the sale of the present property and the purchase and improvement of the new grounds, and its passage is recommended by the Secretary of War and the Lieutenant-General of the Army, whose letters on the subject are exhibited below.

Your committee are of opinion that the measure is a wise one, and they recommend the passage of the bill.

HEADQUARTERS ARMY OF THE UNITED STATES,
Washington, D. C., February 9, 1887.

DEAR SIR: In reply to a letter of the 7th instant from Senator Beck, I hasten t inform you that I highly approve of the bill (H. R. 6066) providing for the sale of the site of Newport Barracks, and the purchase of a new site in the vicinity of Newport, on the high ground south of the city.

The present post is situated in the angle between the Ohio and Licking Rivers, and is subject to periodical overflow. In the last three years the rise of these rivers has completely covered the parade ground rendered it difficult to get to or about the post, and has even made the quarters uninhabitable. Under these circumstances I have felt compelled to refuse to recommend any money for repairs.

There can be no question that the proper and sensible step would be to sell the post, as provided by this bill, and to purchase a new site. For this latter purpose the sum proposed is sufficient, but it will be necssary to have an appropriation of $100,000 for the erection of the proper buildings to meet the wants of a garrison of two companies. A garrison of this size I deem sufficient for the present, but the post will be laid out on a plan that will permit of increase if at any subsequent date it should be deemed advisable. To appropriate a sum less than that I have mentioned would only embarrass or prevent the successful accomplishment of the purpose of the bill, and I earnestly hope it will be passed by the Senate without any change. The esplanade in front of the commanding officer's quarters of the present post reverts to the city of Newport, but the title to the balance of the post is secured in the Government.

Yours, truly,

P. H. SHERIDAN,
Lieutenant-General.

Hon. E. C. WALTHALL,
United States Senate.

WAR DEPARTMENT,
Washington City, January 11, 1887.

SIR: I have the honor to acknowledge the receipt of your communication of the 8th instant, submitting, for the views of this Department, a draft of a bill to authorize the sale of the United States barracks property at Newport, Ky., and for the purchase of a new site and the erection of buildings thereon.

In reply I beg to advise you that the proposed bill meets with the approval of the Quartermaster-General, who believes that with the money to be therein appropriated the intended change can be successfully carried out. The Lieutenant-General of the army reports that the military post of Newport Barracks, as now located, is flooded by high water in the Ohio River, and because periodically a most undesirable station for troops. He approves the provisions of the bill.

I concur in the views of the Lieutenant-General and Quartermaster-General, and earnestly recommend the passage of the bill.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. J. G. CARLISLE,
House of Representatives.

WAR DEPARTMENT,
Washington City, February 18, 1887.

SIR: Acknowledging the receipt of your letter of this date relative to House bill 6066, authorizing the sale of the buildings and grounds of Newport Barracks, Kentucky, and the purchase of a new site, and the erection of buildings thereon, which bill passed the House of Representatives, and is now pending in the Senate, I beg to invite your attention to the remarks on this subject, as contained on page 24 of my last annual report (copy herewith), in which it was stated "that if $50,000 are appropriated this year for the purpose the necessary land can be purchased, and the erection of the buildings begun."

When this bill was first under consideration I stated to you in a letter of the 11th ultimo that I concurred in the views of the Lieutenant-General and Quartermaster-General, that with the money proposed to be appropriated in House bill 6066 the intended change could be successfully carried out.

The bill authorizes the sale of the property at Newport Barracks, the proceeds to be covered into the Treasury, after deducting expenses of advertisement, &c.

The section appropriates $60,000 to purchase suitable ground in the vicinity of Newport for a new post, and the third section appropriates $100,000 for the erection of new buildings, &c.

It will thus be seen that in my annual report I stated that $50,000 would purchase the land and *begin* the erection of the buildings, but that the amount appropriated in House bill 6066 would purchase the land and complete the necessary buildings, and I would therefore recommend that the amount appropriated in the bill be not reduced.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. JOHN G. CARLISLE,
House of Representatives.

The following is the paragraph in the last annual report of the Secretary of War, referred to in his letter of February 18, 1887, above set forth:

"The buildings and grounds at Newport Barracks, Kentucky, are flooded at each high stage of the Ohio River, and higher land is needed for a military post in that vicinity. It is hoped that Congress will make the necessary provision for this purpose at the coming session. This is a two-company post, and the Quartermaster-General informs me that if $50,000 are appropriated this year for the purpose the necessary land can be purchased and the erection of the buildings begun."

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1939.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 22, 1887.—Ordered to be printed.

Mr. WALTHALL, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3202.]

The Committee on Military Affairs, to whom was referred the bill (*S.* 3202) *to amend section* 1121 *of the Revised Statutes, relating to the appointment of chaplains, having considered the same, report as follows:*

The purpose of the bill is to authorize the appointment of thirty-one, instead of thirty, post chaplains, and also a second chaplain to serve at West Point.

According to the following communications from the War Department there has been no request for any additional chaplain either in the Army or at the Military Academy, and there seems to be no occasion to increase the number authorized to be appointed under the existing law.

Therefore your committee report the bill back adversely, and recommend that it be indefinitely postponed.

WAR DEPARTMENT,
Washington City, February 14, 1887.

SIR: I have the honor to acknowledge the receipt of a letter of the 3d instant from the clerk of your committee, inclosing for the views of this Department Senate bill 3202, to amend section 1121 of the Revised Statutes, and to authorize the appointment of thirty-one, instead of thirty, post chaplains, and also a second chaplain to serve at the United States Military Academy at West Point, N. Y.

In reply, I beg to invite attention to the inclosed report, of the 10th instant, on the subject from the Adjutant-General of the Army, from which it will be seen that no request for any additional chaplains, either in the Army or at West Point, has been received at his office, but that some of the military authorities have at times requested that no more chaplains be assigned to them. He expresses the opinion that the service would be benefited if the present law should be so amended as to make aged men ineligible for appointment as chaplains, and to require candidates to pass an examination, especially as to their physical qualifications for the office, and that the limit as to age should be fixed at thirty-five years. He believes that it would be an incentive to the proper discharge of their duties if chaplains were to be appointed for a period of four years, and reappointed only on the recommendation of the officers at the stations where they may be serving.

I concur in the suggestions made by the Adjutant-General, and would add thereto my opinion that there is no necessity for increasing the number of chaplains in the Army and at West Point, and therefore cannot recommend the passage of the bill.

The bill is herewith returned.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

The ACTING CHAIRMAN OF THE COMMITTEE ON MILITARY AFFAIRS,
United States Senate.

ADJUTANT-GENERAL'S OFFICE,
February 10, 1887.

SIR: I have the honor to return herewith Senate bill 3202, providing for the appointment of one post chaplain in addition to the thirty now authorized, and for a second chaplain for duty at the Military Academy at West Point, which bill has been referred by the Senate Committee on Military Affairs to the Department for its views thereon.

There are authorized by existing laws and now in service thirty post chaplains, four regimental chaplains attached to the four regiments of colored troops, and one chaplain at the Military Academy, who is also one of the professors there. No recommendation or request for any additional chaplains, either in the Army or at West Point, has been received at this office from any officers or other persons connected with the military service. From some of the military departments requests have come at times that no more chaplains be assigned to them.

The present law prescribes no limit as to age, nor any physical or mental qualifications as requisite for the appointment of chaplains. It is believed that the service would be greatly benefited if the present law providing for the appointment of Army chaplains should be so amended as to make aged men ineligible for appointment, and to require candidates to pass an examination, especially as to their physical qualifications for the office. The limit as to age should be fixed at, say, thirty-five years. It is also believed that it would be an incentive to the proper discharge of their duties, and increase their usefulness, if chaplains were to be appointed for the period of four years, and reappointed only on the recommendation of the officers at the stations where they may be serving.

Very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT. No. 1940

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 7643.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 7643) for the relief of Capt. John Burkhart, have had the same under consideration, and report the same favorably to the Senate, and recommend its passage.

The only question involved here is, whether a man *concededly competent* as an officer, who, desirous of escaping indignities of greater or lesser magnitude put upon him by his superiors or which he feared, and the results of which might jeopardize his standing while a member of Company C, Sixty-eighth Indiana Regiment Volunteers, *voluntarily resigned* his commission (placing it on the ground of "incompetency"), should be refused equitable relief because of that act. His resignation operated technically to prevent his muster as captain of Company F, One hundred and forty-sixth Indiana Volunteer Infantry. Capt. John Burkhart recruited his men, was in command and acted as captain of his company for three months and six days under a commission issued by the governor of Indiana; an application to the War Department for muster as captain being pending, it was denied, *after* his service as captain under a State commission, the ground being that under the strict letter of the Army Regulations a man resigning for "incompetency" could not be commissioned.

Burkhart remained with the company, and was mustered out as a private and honorably discharged at Baltimore, Md., August 31, 1865.

The military service of Capt. John Burkhart is a strong indorsement of the merit of this bill, and the only obstacle to relief was the strict letter of the Army Regulations, which fails to make a *technical* record to warrant the redress asked, and this brings the applicant to Congress.

The facts detailed in a mass of well-supported sworn testimony offered to your committee, fully sustains the House report, hereto annexed, marked A, and made a part of this report, and this evidence fully proves that Burkhart, in resigning, acted not only under advice, but from good and *patriotic* motives, lest his stay might embarrass the service. It also clearly shows that Burkhart was a sensitive soldier and a very *competent* and efficient officer.

EXHIBIT A.

John Burkhart, the claimant, enlisted as a private, Company F, One hundred and forty-sixth [illegible]ment, Indiana Volunteers, March 1, 1865, at Greensburg, Ind., to serve

On regimental returns for March, April, and May he is reported as captain Company F of said regiment, present; he was mustered out with his company as private, August 31, 1865, at Baltimore, Md. The military history of said claimant obtained from the War Department further shows that Barton W. Cole was mustered in as captain of said Company F, to date June 23, 1865, to fill original vacancy.

The claimant organized Company F at Camp Carrington, Indianapolis, Ind., and was commissioned as captain by the governor of said State on the 1st day of March, 1865, and had charge of the company from that time until the 22d day of June, 1865, during which time he was recognized and obeyed as such, and performed all the duties as captain of said company. Merrett C. Welch, the colonel of said regiment, in his testimony says:

"During the time said Burkhart was in command of said company he was one of the most efficient company commanders in the regiment, a good disciplinarian, and the best drill officer in my regiment. He was always pleasant, yet prompt to duty, and after he ceased to command said company, his bearing and conduct as a private soldier was unexceptionally good."

Your committee find from the exhibits and testimony in the case that claimant performed all the duties of a captain of said Company F from the date of his commission by the governor of Indiana, March 15, 1865, to the 22d of June, 1865, and failed to be mustered in on a purely technical ground. On February 24, 1865, the governor of Indiana requested of the War Department the removal of the disability occasioned by the resignation caused by John Burkhart as of the Sixty-eighth Indiana Volunteers with a view of his accepting a new commission in the One hundred and forty-sixth Indiana Volunteers. Anticipating a favorable reply, the governor, on March 1, 1865, issued a commission to said Burkhart as captain of Company F, One hundred and forty-sixth Indiana Volunteers, but said disability was not removed, and claimant was not therefore mustered in as captain, and his commission as such was on that account canceled by the governor of Indiana, and the said Barton W. Cole commissioned in his stead.

Your committee therefore recommend that claimant be allowed the pay and emoluments of a captain of said company from said 1st day of March, 1865, to said 22d day of June, 1865, deducting therefrom the sums of money that have been paid to him for military service during that period either as a private or otherwise, and for that purpose report the accompanying bill as a substitute for bill H. R. 446, and recommend the passage of the same.

EXHIBIT B.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE.
Washington, April 9, 1884.

The SECRETARY OF WAR:

SIR: I have the honor to return herewith communication of Hon. George W. Geddes, chairman Committee on War Claims, House of Representatives, requesting to be furnished with the military history of John Burkhart, claimant, for recognition as second lieutenant, and as captain, Company F, One hundred and forty-sixth Indiana Volunteers, and for reimbursement of the sum of sixty-four dollars, alleged to have been expended by him in the transportation of enlisted men of said company, and to report as follows:

John Burkhart enlisted as a private in Company F, One hundred and forty-sixth Indiana Volunteers, March 13, 1865, at Greensburg, Ind., to serve one year.

On the muster roll of Company F, from enlistment to April 30, 1865, he is reported private, present for duty, with remarks, "Received commission or appointment as captain same company from governor of Indiana March 15, 1865; awaiting muster since date."

Roll for May and June, 1865, reports him private, absent, with remarks, "Stop $14.13 for transportation while on furlough."

On regimental returns for March, April, and May, 1865, he is reported as captain, Company F, present; and on return for June, 1865, he is borne as private, absent on furlough June 26, 1865; his name fails to appear on subsequent returns.

He was mustered out with his company as private August 31, 1865, at Baltimore, Md., with remarks, "Stop $12.57 and $14.13, for transportation while on furloughs."

Barton W. Cole was mustered in as captain of this company (F), to date June 23, 1865, to fill original vacancy.

It appears from the records of this office that on November 14, 1863, John Burkhart, then a second lieutenant, Company C, Sixty-eighth Indiana Volunteers, tendered his resignation as such on the grounds of "incompetency," and that the same was accepted for the reason given, by paragraph 1 of Special Field Orders No. 308, dated November 17, 1863, Department of the Cumberland.

On February 24, 1865, the governor of Indiana requested of the War Department the removal of the disability occasioned by the resignation of John Burkhart as of

the Sixty-eighth Indiana Volunteers, with a view to his accepting a new commission in the One hundred and forty-sixth Indiana Volunteers.

Anticipating a favorable reply, the governor on March 1, 1865, issued a commission to Mr. Burkhardt as captain, Company F, One hundred and forty-sixth Indiana Volunteers; but by letter from this office of March 3, 1865, the governor was informed that "the resignation of Lieutenant Burkhardt was based on the grounds of incompetency, which fact was concurred in by all his commanding officers," and therefore, the regulations of the Department "will not permit the request to be granted."

May 20, 1865, while with his regiment in the field, application was made to this office, through the commissary of musters, Army of the Shenandoah, for the muster of Mr. Burkhardt as captain Company F, One hundred and forty-sixth Indiana Volunteers, which was denied on the forementioned grounds by letter from this office, dated May 27, 1865, and by letter of same date the governor of Indiana was requested to cancel his commission as of said grade and regiment.

In compliance with this request, his commission was canceled by the governor on June 7, 1865, and Barton C. Cole was commissioned in his stead.

No commission was ever issued for Mr. Burkhardt as a second lieutenant, Company F, One hundred and forty-sixth Indiana Volunteers; but on January 20, 1865, he was commissioned as a recruiting officer with the rank of lieutenant, which commission simply gave him authority to recruit for the organization.

Although a number of men were recruited by Mr. Burkhardt, at Brookville and Greensburgh, Ind., for the One hundred and forty-sixth Indiana Volunteers, such services do not entitle him to pay, as under the laws and regulations of the Department services entitling to pay could not commence prior to the recruitment of a legal command, and entry upon duty therewith after its muster into the service.

Burkhardt was not mustered in as a captain upon the organization of the company, nor was he recognized as such; neither did a vacancy exist for him in that grade from June 23 to August 31, 1865, date of muster out of the company, that office having been held during that period by Barton W. Cole.

There is no record of the presentation or payment of any claim to Lieutenant Burkhardt, but an account certified by him for transportation of recruits by private conveyance, dated February 24, 1865, amounting to $82.50, was allowed and paid to Alvin M. Tucker, at Indianapolis, on March 4, 1865.

There is nothing of record in the Department which would sustain the action proposed by a bill for his relief.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

EXHIBIT C.

HEADQUARTERS ONE HUNDRED AND FORTY-SIXTH INDIANA VOLUNTEERS,
Near Winchester, Va., June 24, 1865.

Capt. JOHN BURKHART:

The undersigned commissioned officers of the One hundred and forty-sixth Indiana Volunteers, embrace the opportunity of your leaving us (we hope but for a short time) to express to you their kind consideration and appreciation of services while acting as a commanding officer of Company F of this regiment. They wish to express to you their regret that any *technicality* of the orders of the War Department *should prevent your muster* as an officer; the ability with which you have discharged your official duties since the organization of the regiment having demonstrated *a superior order of competency and soldierly skill.* Be assured that the courtesy and kindness with which all have been treated by you have very much endeared you to each of us personally.

Hoping that you may prosper as your merit deserves, we subscribe ourselves your friends,

M. C. Welsh, Colonel commanding regiment; T. W. Morrison, Lieutenant-Colonel; T. P. Spillman, Major; T. C. Shepperd, Lieutenant, Regimental Quartermaster; Allen Hill, Adjutant; A. B. Haines, Surgeon; John M. Craig, Assistant Surgeon; Rush Carley, First Assistant Surgeon; George W. Reed, Captain Company A; Z. Sims, Captain Company C; J. W. Lanman, Captain Company B; W. H. H. P. Dillon, Captain Company D; H. D. Banta, Captain Company E; Josiah Dom, Captain Company G; B. F. Pate, Captain Company H; James R. Dugger, Captain Company I; Levi Ferguson, Captain Company K and provost-marshal second division, A. S.; L. B. Ingold, Lieutenant. J. A. Rodman, Lieutenant; R. C. Burnham, Lieutenant; James Dillon, Lieutenant; George W. Sullivan, Lieutenant; George W. Tanks, Lieutenant; F. A. Crook, Lieutenant; G. W. Shirley, Lieutenant; Liebenthal, Lieutenant; J. S. Hobart, Lieutenant; Alfred Mas- utenant; A. G. Ellis, Lieutenant; J. W. Moore, Lieutenant.

STATE OF INDIANA,
Franklin County:

I, the undersigned, late first lieutenant and regimental quartermaster of the One hundred and forty-six Regiment Indiana Volunteer Infantry, being duly sworn, say that the above and foregoing is a true copy of the original, made out and signed by the officers of said regiment, and delivered to John Burkhart, commissioned captain of Company F of said regiment, to the best of my knowledge and belief.

THOMAS C. SHEPPERD.

Subscribed and sworn to before me this 20th day of November, 1883.

WM. H. DRACKEN,
Clerk Circuit Court, Franklin County.

I, Merit C. Welsh, late colonel of the One hundred and forty-sixth Regiment Indiana Volunteer Infantry, on oath, say that the above and foregoing is, to the best of my recollection and belief, a true copy of the original paper as subscribed to by the officers of said regiment and handed to said John Burkhart at the time he retired from the command of Company F of said regiment.

MERIT C. WELSH.

Subscribed and sworn to before me this 10th day of December, 1883.

JOHN Q. A. GARRISON,
Clerk Circuit Court.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1941.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 1449.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 1449) "to remove the charge of desertion from the military record of Henry B. Jay," having considered the report made by the Adjutant-General, embracing testimony offered to that official, conclude that the inability on account of sickness of the applicant to proceed to his regiment at the expiration of his furlough furnishes a valid, equitable excuse for such failure, and hence report the bill favorably and recommend its passage.

The letter of the Adjutant-General giving the service of Jay is hereto annexed, marked A, and is made a part of this report.

A.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, February 13, 1886.

SIR: I have the honor to return herewith H. R. 1449, Forty-ninth Congress, first session, for removal of the charge of desertion against Henry B. Jay, late of Company C, Seventy-third Indiana Volunteers, transmitted for information by the chairman of the House Committee on Military Affairs, and in compliance with your instructions of the 2d instant on letter of transmittal, to report as follows:

Barton H. Jay (whose name also appears as Henry Barton Jay) was enrolled August 5, 1862, for three years, in Company C, Seventy-third Indiana Volunteers, and was present with his command to October 31, 1862; on muster rolls of company from October 31, 1862, to February 28, 1863; he is reported "absent without leave since November 8, 1862, now at Terre Coupe, Saint, Joe County, Ind." He arrived at Indianapolis, Ind., convalescent, on November 28, 1862, and on November 29, 1862, was granted furlough for twenty days. On muster-roll of company for March and April, 1863, he is reported "absent, taken prisoner and paroled near Glasgow, Ky., October 1, 1862"; for May and June, 1863, "deserted from his regiment November 8, 1862." He was arrested July 29, 1863, and sent to Chicago, Ill., July 31, 1863—no mention of reward paid. He was admitted to City General Hospital, Indianapolis, Ind., August 17, 1863, with brain fever, and was returned to duty August 19, 1863. On muster-roll of company for July and August, 1863, he is reported "present, returned from desertion August 23, 1863." His subsequent record is good until mustered out of service to date July 1, 1865.

The following is a synopsis of evidence heretofore submitted to this office with a view to the removal of the charge of desertion against this soldier:

Applicant testified that on November 8, 1862, he was left by his company sick near Gallatin, Tenn., and was taken prisoner, and about November 12, 1862, was taken to hosp[illegible] [illegible]atin, Tenn., where he remained about two weeks; was then sent to

Louisville, Ky., and from thence to Indianapolis, Ind., and on November 29, 1862, was examined and received a surgeon's certificate of disability, or sick furlough, for twenty days, at the expiration of which he was not able to return; shortly afterward he was arrested, sent to Camp Douglas, Illinois, to Cincinnati, Ohio, and Louisville, Ky., and being sick on his arrival at Indianapolis, Ind., about August 10, 1863, was taken to City Hospital, Indianapolis, Ind., where he remained until August 23, 1863, when he was discharged from hospital, and rejoined his company at Camp Morton, Indianapolis.

Orren Ballow, late Company C, Seventy-third Indiana Volunteers, testified that applicant was left sick near Gallatin, Tenn., about November 8, 1862, being sick and unable to march, and was sent to hospital at Gallatin; that Jay had marched during November 7, but on the following morning Jay informed affiant that he could not march any farther if they killed him, as he was sick; that Jay was left in said hospital, and in a few days was captured by General Morgan, with whom he remained some time, was paroled and sent home on sick furlough, and about the 23d of August, 1863, Jay returned to his regiment while it was at Camp Morton, Indiana; that he came from the hospital. Knows these facts from personal knowledge.

David and Melissa Jay, parents of applicant, swore that he came home on sick furlough and prisoner's parole during 1863; that while at home he was taken with bleeding at the lungs, and was under a doctor's care two or three weeks, and was not able to return to his regiment at the expiration of his furlough.

Prior to the passage of the act of Congress approved July 5, 1884, several applications for removal of the charge of desertion against this soldier were denied on the ground that the evidence was not sufficient to establish that the charge was erroneously made; subsequent to the passage of said act similar applications were denied on the ground of his failure to return voluntarily to his command.

I am, sir, very respectfully, your obedient servant,

R. C. DRUM,
Adjutant-General.

The SECRETARY OF WAR.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1942.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 3930.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 3930) for the relief of Wells C. McCool, having had the same under consideration, have carefully examined a mass of sworn and documentary evidence in support thereof, and report it back favorably, and recommend the passage of said bill.

The testimony submitted fully supports the statement of facts found in the House report (hereto annexed), and, in the judgment of your committee, justifies the conclusion therein arrived at.

The applicant had not been long in the service, and was not fully qualified from experience to comprehend the full force of a disobedience of orders, even when such orders seemed ill-advised and injurious to the men in his command.

The fact that the charge was removed tends to prove that it was not regarded as heinous, and McCool having thereafter served for about two years as a private in the same regiment and until mustered out in 1865, your committee are of the opinion that he is entitled to the relief asked for.

The committee find the facts to be as follows: On the 1st of December, 1862, Wells C. McCool, of Guthrie County, Iowa, was regularly mustered into the service of the United States as first lieutenant, Company A, Twenty-ninth Iowa Infantry Volunteers, and in March, 1863, he had a *personal difficulty* with the lieutenant-colonel of his regiment, was tried by court-martial, and sentenced to be dismissed from the service of the United States, with loss of all pay and allowance; that sentence of said court-martial was approved April 30, 1863, and that the said Wells C. McCool served as such lieutenant until that time; that subsequently, on the 12th of September, 1863, the said Wells C. McCool *was reinstated* in Company I, Twenty-ninth Iowa Infantry Volunteers, as a private soldier, and served faithfully as such until the close of the term of service of said company, when he was mustered out with his company and regiment on the 10th of August, 1865; that his disabilities on account of said dismissal *were removed* by the President of the United States on the 22d of August, 1867, and that he was afterwards commissioned by the governor of Iowa as an officer in the State troops of said State, and faithfully served as such until he removed from the State.

The faithful service performed by said Wells C. McCool prior to said court-martial and sentence, and his subsequent faithful voluntary service in the capacity of a private soldier for the period of over two years, justly entitle him to the relief sought for in the bill, and your committee therefore recommend the passage of the same.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1943.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 6758.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 6758) "to authorize the President to confer brevet rank on officers of the Army for gallant services in Indian campaigns," report back the bill favorably.

The committee have received numerous letters from Army officers of all grades, urging that there should be this recognition of the gallant and arduous services frequently incident to campaigns against hostile Indians. Among other letters so received is the following from General George Crook, whose long and valuable experience in Indian wars entitle his suggestions to great weight:

OMAHA, *February* 11, 1887.

MY DEAR GENERAL: I see by the papers that the bill allowing brevets for Indian service has passed the House. I do hope you will do all you can to have it pass the Senate, as it is a righteous and just bill. Gallant service should be recognized without reference to the kind of foe engaged. You are well aware of the onerous and dangerous nature of this Indian service, and as brevets is all that is asked, I hope they will not be withheld longer from the persons who so richly deserve them.

Yours, sincerely,

GEORGE CROOK.

To CHARLES F. MANDERSON.

Among other matter received by the committee is the following circular from a number of military officers interested in the subject, and which contains suggestions of such value that the committee adopted it as part of their report:

INDIAN SERVICE BREVET BILL.

In the rival rush of measures calling for millions of the public money, a bill which proposes to do a great act of justice, and thereby to promote the efficiency of an important branch of the Government service without costing a dollar, seems to stand very little chance of receiving attention, but perhaps on one of the days assigned for the consideration of military bills it may be brought up for action.

The measure, as reported, authorizes the President to nominate and, with the consent of the Senate, to appoint to brevet rank all officers, active or retired, who have been recommended to this distinction for gallant service in action against hostile Indians since January 1, 1867. The rank thus proposed is entirely honorary, carrying no additional pay; the aim is simply to reward special deeds of heroism. In any other country the gallant exploits of the last twenty years in border warfare would have been acknowledged not only by awarding increased rank but increased pay.

During the war for the Union brevet rank was constantly conferred; and a distinguished general officer once said, brevet commissions certainly belong to Indian wars,

if any, inasmuch as they call for the largest measure of risk, exposure, and toil; and every possible stimulus of honor and profit should be held out to encourage officers to struggle for success. In war with civilized nations the soldier has an opportunity to make a name that will be remembered in history; whereas the minor character of Indian operations prevents them from attracting as great attention and from securing permanent distinction to the participants. Yet the labor and the peril are as great in these small operations as in larger ones. The responsibility, courage, endurance, and good judgment required are also as great in Indian warfare; while over it hangs the terrible consciousness that capture often means death by torture with all the fiendish atrocities that savagery can invent. Even were this danger of a horrible death taken away, there is no more reason for depriving heroism of its just reward when displayed in the lonely cañons of the Sierra Madre than when shown in storming the defenses of Petersburg.

There is still another reason why the pending measure ought to be enacted. There now exists a statute which authorizes the conferring of brevet rank upon commissioned officers "for distinguished conduct and public service in presence of the enemy." Why, then, is not this sufficient? Simply because certain jurists of the Senate have in past years successfully called in question whether a Geronimo or a Sitting Bull is an "enemy" in the sense meant by the statute. It may seem incredible that for twenty years, in the matter of interpretation, the doubt has always been against officers nominated for brevets on account of splendid acts of heroism. This, however, is the case, and in one instance of adverse action on such nominations the Senate Military Committee expressly said that it had no doubt of the meritorious character of the services rendered. Thus a score or more of officers have been deprived of the reward they would otherwise have received, and many of them are now with the dead. The interpretation of the existing statute may be entirely sound; but, if so, all the more reason is there for enacting the pending bill.

When once the recognition of gallantry in Indian hostilities is secured by brevet promotion for officers it will be easy to extend its benefits in certain desirable ways for the reward of like exceptional gallantry among enlisted men.

As by existing law brevet rank does "not entitle an officer to any increase of pay or to precedence or command, except by special assignment of the President in time of war," it will be seen that the passage of the pending measure can have no effect other than that of conferring an honorary distinction upon officers for meritorious acts of heroism in the presence of the enemy during service against hostile Indians.

Your committee quite agree with the Committee on Military Affairs of the House of Representatives, and adopt their report, as follows:

The existing law relating to brevet rank is contained in sections 1209 and 1210, Revised Statutes (taken from section 2 of the act of March 1, 1869), and provides that the President, "by and with the advice and consent of the Senate, may, *in time of war*, confer commissions by brevet * * * for distinguished conduct and public services in presence of the enemy," &c.

This law has been construed by the War Department and by the Attorney-General as authorizing the conferring of brevet commissions upon officers of the Army for meritorious services in engagements with or campaigns against hostile Indians, *if made during the existence of Indian hostilities.*

The War Department formerly acted upon this construction of the law, and in 1869 submitted a number of brevets for services in Indian campaigns, some of which were confirmed by the Senate. No brevet nominations have, however, been confirmed by the Senate since 1869.

In 1874 and in 1875 nominations for brevet appointments, based on services rendered in the Modoc and Arizona Indian campaigns, were submitted to the Senate but were not confirmed.

In January, 1876, all these nominations were resubmitted, but the Senate again adjourned without action.

No further nominations have been made, save in one instance, that of Lieut. E. S. Farrow, Twenty-first Infantry, made in April, 1880, and not confirmed.

In 1878 the President requested the views of the Secretary of War as to the propriety of again submitting to the Senate nominations for brevets for service in Indian campaigns.

The Secretary referred the question to the General of the Army (General Sherman) for his views, and in response the General remarked:

"If brevet commissions are right, and should be conferred for any wars whatever, they should be for Indian wars, because these wars call for the largest measures of risk, exposure, and toil, and every possible stimulus of honor and profit should be held out to encourage officers to struggle for success."

We fully concur in this expression of the General of the Army. We can conceive of no reason that would be valid in any war that would not be equally valid for granting brevets in Indian wars.

There is rather more reason for it than less. In other campaigns there is a certain glory or distinction to be won, and an opportunity for promotion and reward, which, owing to the limited theater of operations, and the peculiar nature of wars against savages, does not and cannot exist in these campaigns. And yet every highest attribute of a good soldier and officer is called for in these wars. Courage, skill, vigilance, endurance, wisdom, judgment, and unflagging energy, while usually remote from and beyond communication with officers of high rank, are all demanded in these disagreeable and thankless campaigns to protect our remote frontiers.

It is true that under existing laws the brevet commission carries with it no rank or pay or command, except in the single instance of assignment to duty by the President on the brevet commission, when officers are "actually engaged in hostilities" (act March 3, 1883).

With that exception they confer a mere title. It may be no more than a mere ribbon, or a cross, or other decoration, but it is a visible symbol of the appreciation of a commanding general and of the recognition of the nation through its Chief Magistrate and Senate.

Believing that there is some just doubt about the construction and meaning of the present law, and that such recognition would be only justice to some exceedingly meritorious officers, your committee recommend that the bill be amended for greater certainty by striking out in line 8 the words "commanding general," and inserting in lieu thereof the words "department commander," and that as so amended the bill do pass.

The committee, therefore, recommend the passage of the bill without amendment.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1944.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3100.]

The Committee on Military Affairs, to whom was referred the bill (S. 3100) to amend section 1225 of the Revised Statutes, concerning detail of Army officers to educational institutions, &c., make the following report:

Your committee report in favor of the passage of the above bill with an amendment as follows:

Strike out of line 27 the words "small-arms or pieces of field artillery," and insert in lieu thereof "ordnance and ordnance stores."

The substantial good that has been derived by the State universities and public colleges of the country from the detail of officers of the Army to act as military instructors is very great, and the observation of all who have come in contact with these institutions shows the fact to be that the detail should be increased with the growing wants of the country.

Your committee transmitted the bill to the Secretary of War, and have received from him the following letter:

WAR DEPARTMENT,
Washington City, February 19, 1887.

SIR: I have the honor to acknowledge the receipt of your letter of the 1st instant, requesting the views of this Department upon Senate bill 3100, Forty-ninth Congress, second session, "to amend section 1225 of the Revised Statutes, concerning detail of Army officers to educational institutions, &c."

In reply I beg to advise you that the Lieutenant-General regards the proposed changes in the existing law extending to fifty, the number of officers that may be detailed to colleges, and specifying the institutions to which they shall first be appointed, as a decided improvement upon the present system.

The Chief of Ordnance also commends the proposed increase in the number of officers to be detailed, and recommends that on line 27 the words "small arms or pieces of field artillery" be stricken out, and the words "ordnance and ordnance stores" substituted, inasmuch as accouterments and ammunition are now issued in addition to small arms and field artillery, as being necessary for military instruction, and the proposed amendment will cover such issue.

These views and recommendations are concurred in by this Department.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

Hon. CHARLES F. MANDERSON,
Of the Committee on Military Affairs, United States Senate.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1945.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 5535.]

The Committee on Military Affairs, to whom was referred the bill (H. R. 5535) "for the relief of Washington L. Parvin and Henry A. Greene," having considered the same, and the papers accompanying said bill, report it favorably, with an amendment.

The measure requires the proper accounting officers of the Treasury to examine and determine the amounts justly due Washington L. Parvin and to Henry A. Greene, respectively, for expenses incurred by them in recruiting, transporting, and subsisting Companies F and G First California Infantry Volunteers in California in 1861, and it provides that in no event shall the amounts exceed sums specified in the bill.

A bill of like character passed the Senate on the 29th of April, 1874 (S. 589, Forty-third Congress, first session), in favor of these claimants.

The men recruited, transported, and subsisted by Parvin and Greene, were those called out under the *first* proclamation of President Lincoln at a critical juncture in the nation's history, and at a time when *no step had been taken by the executive of California to comply with that call.*

The report of the House committee on this bill, which your committee adopt as its own, says that it was—

Under these circumstances Captains Parvin and Greene each raised a company of the First California Regiment, and each at his own expense enlisted, subsisted, and provided transportation for their respective companies until they were mustered into the service for three years, or the war, by order of General Sumner, some time in 1861.

The executive furnished neither place of rendezvous, subsistence, nor transportation. Captains Parvin and Greene made their advances until their companies were mustered into the service, and the committee can see no reason why as individuals they should not be placed upon an equal footing with States in this respect.

No part of these expenses were paid by the State of California, nor has any claim been made by that State of the General Government for any part thereof.

The evidence before the committee shows very clearly that in raising Company F Captain Parvin expended $1,932.50, of which he has received from the Government the amount by him expended, except for subsistence. Under the rule of the War Department he could be allowed only 40 cents per day for the ration of each soldier, while, as it appears by the evidence before the committee, the actual cost and the actual amount which he paid for each man exceeded $1.50 per day. His claim is for the balance, being about $1,000.

Upon the application of Captain Greene to the War Department for the money which he expended in raising, subsisting, and transporting his company, he was informed that as he could obtain of the Department only an allowance of 40 cents a day for ra[illegible] his claim was for an actual expenditure of more than $1.50 per day

for each man, it would be as well to seek relief from Congress for the whole as to receive from the Department a part, and still be obliged to seek relief from Congress for the balance.

The States in raising troops in defense of the Republic have been reimbursed all the expenses incurred in recruiting, subsisting, and transporting troops up to the time of being mustered into the service.

Although a long time has elapsed since these disbursements were made, it appears that the applicants since they left the service at the end of the war have been diligent in seeking the relief which they now ask.

Therefore, and for the reasons implied in the above statement, your committee report the bill back and recommend its passage with an amendment, viz: Strike out in line 19 the words "by a disbursing officer," and insert after the word "them" in the same line the following: "out of any moneys in the Treasury not otherwise appropriated."

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1946.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill H. R. 798.]

The Committee on Military Affairs, to whom was referred H. R. 798, "for the relief of Stephen O'Connor," report the same back, with the recommendation that it do not pass. This officer was fairly tried by a court-martial, and was dismissed from the service of the United States. After some time he was appointed to a second lieutenancy in the Army, and as such assigned to the regiment in which he was at one time an officer. He now stands as the junior first lieutenant of the Twenty-third Regiment of Infantry. To grant him the relief provided in this bill would place him far in advance of other first lieutenants who are without any stain whatever upon their record, and would, as it seems to your committee, be an act of gross injustice to them.

O

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1947.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MITCHELL, of Oregon, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 2064.]

The Committee on Claims, to whom was referred the bill (S. 2064) for the relief of Robert N. Blake, having had the same under consideration, respectfully beg leave to submit the following report:

The claim in this case is for the sum of $5,755.50 for supplies belonging to the claimant, Robert N. Blake, and alleged to have been taken from his farm adjoining Banks' Ford, on the Rappahannock River, in the State of Virginia, under orders from officers in command of United States forces in November, 1862, and between the 15th of that month and the 20th day of June, 1863, and used by the Army of the United States; and a list of which property, consisting principally of corn, hay, cord-wood, fodder, hogs, oxen, cattle, horses, &c., is hereto attached and made part hereof.

It is made to appear to your committee that the claimant during the war of the rebellion, in the fall of 1862 and winter and spring of 1863, was the owner of a valuable, well-cultivated, and well-stocked farm on the banks of the Rappahannock, in Stafford County, Virginia; that during the fall of 1862 and spring and summer of 1863 the United States forces and Army of the Potomac were encamped the most of this time on a portion of said farm, and during this time large levies were made from time to time, and from his personal property, on such farm, for the use of the Army, and used by the Army. For a small portion of the property so taken, hay and some other articles, receipts were given by the officers in command, while for the greater portion no receipts seem to have been given.

The evidence as to amount and value of the property so taken and used is not satisfactory, and will not justify your committee in recommending payment in the amount claimed, or, in fact, in any specific amount. It is very evident, however, that certain amounts of hay, corn, coal, wood, and other items of personal property were taken from claimant's farm, and used by the Army as alleged. This farm, as appears from the evidence, was well stocked when the Army of the Potomac made its encampment there for the winter in the fall of 1862; and when it departed in June, 1863, it was stripped to a very great extent of everything of value.

The reason assigned why this claim was not presented to the Southern Claims Commission is, that during the existence of that tribunal

important papers connected with the claim and necessary to its consideration were lost, and were not found until some three months had elapsed after said commission had finally adjourned. The committee is inclined to accept this as an excuse in this case.

The evidence is clear that Mr. Blake was a thoroughly loyal man all through the war. Your committee, in view of all the circumstances, recommend that this claim, and all papers connected therewith, be referred to the Quartermaster-General, with instructions to investigate the same and report all the facts, together with the evidence, to Congress, at his earliest practicable convenience; and your committee report back the accompanying bill as a substitute for S. 2064, and recommend its passage.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1948.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MITCHELL, of Pennsylvania, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 4585.]

The Committee on Pensions, to which was referred the bill (H. R. 4585) granting a pension to Fannie Carman, has examined the same, and reports that the facts are fully and correctly stated in the appended House report, which this committee adopts, and recommends the passage of the bill.

The claimant made application for pension May 7, 1879, as mother of Daniel Carman, late a drummer boy in Company H, Fifth Regiment New Jersey Volunteers, and her claim was rejected June 29, 1882, on the ground of non-dependence.

The Adjutant-General's report shows that the son, Daniel Carman, was mustered into service August 23, 1861, present for duty from muster to May 5, 1862, when he is reported missing in action. Prisoner of War Records show him captured at Williamsburg, Va., May 5, 1862; confined at Richmond, Va., May 8, 1862, and paroled May 11, 1862.

The records of the Surgeon-General's Office show him admitted in Douglas General Hospital, Washington, D. C., May 27, 1862, with typhoid fever, and died May 31, 1862.

The claimant and her husband testify that the said Daniel Carman was their son, and that he left neither widow nor children.

Claimant, in her affidavit made November 4, 1880, states that she cannot show the physical condition of her husband from 1862 and each year since, as he had no regular physician, but treated himself with remedies to relieve him from his complaint of pains in side.

In affidavit made June 8, 1881, claimant states her inability to produce the evidence of the firm owning the saw-mill where her husband worked, as one is dead, and the other has no record showing the amount earned by her husband.

In affidavit made December 11, 1882, claimant states that her son was her only support during the war, with what work she got at washing and house-cleaning; her husband was out of work and sick, and her son did send her money from the Army to support her, as can be shown by his letters on file in her claim.

In affidavit filed September 18, 1884, claimant testifies that prior to and up to his enlistment her son contributed to her support, and during his term of service sent money to her out of his pay. She and her husband were poor. They purchased at one time a small house of little value, upon which existed debts and incumbrances together with interest and taxes, which consumed a fair portion of her husband's small earnings.

Charles B. Yard, receiver of taxes at Trenton, N. J., testifies to the assessed value of the parents' property from 1861 to 1880, which averages $1,500 on real estate and $150 on personal property.

Peter J. Kite, a carpenter and builder of Trenton, N. J., in an affidavit made June 30, 1881, testifies that in his opinion the property if sold would bring about $1,600.

Mrs. Nellie B. Ward and Annie R. Biles testify that they are acquainted with claimant and her son; that from general knowledge and personal acquaintance said son did partly support his mother by giving her all the money he received from his

labors, and that the average earnings of her husband when he had work would be about $8 per week, but from 1862 there have been five or six years she has not worked.

Annie R. Biles, in a subsequent affidavit, states that she was acquainted with the soldier and the claimant, his mother; had known them all her lifetime; that she has lived near them and in the same house with them; that she personally knows that said son contributed to the support of the claimant. Before his enlistment he gave all his wages to his mother, amounting to two or three dollars per week. During his service and up to the time of his death he regularly sent home to his mother the greater part of his pay. She knows the facts by reason of living in the same house with them.

Abram R. Harris testifies that the husband of claimant is very deaf, and has complained of a pain in his side for twenty years. He does not think him able to work a great deal of the time he does.

Theodore Quick testifies in corroboration of Mr. Harris as to the husband's inability to work.

The board of surgeons at Trenton, N. J., after an examination of claimant's husband August 4, 1880, states that he has suffered from deafness in both ears for thirty years.

Henry T. White, one of the employers of claimant's husband, testifies that he employed him driving a horse and wagon. He was very hard of hearing, and complained of pains in his side; that during the eight or nine years he was in his employ the amount of wages paid him, taking off time he lost by sickness and time not working, averaged about $5 per week.

John H. Hillman testifies that he has sole charge of the men in the employ of Fish & Green at Trenton, N. J.; that claimant's husband was employed there from 1861 to 1872. The wages he earned during that time were from $6 to $7.50 per week; that he lost considerable time by reason of sickness. He was very hard of hearing, and the value of his services was impaired thereby.

John H. Hillman and Peter Kite, in a joint affidavit, made August 3, 1880, testify that they have known claimant's husband for twenty-five years past; that he has been very deaf during the whole of that period, and that he has been employed at a saw-mill and bow factory, part of the time in each, and that his average wages have been about $5 per week, that being a fair value for the services he could render; that in 1862 his age was forty-four years; that claimant since the death of her son, the soldier, has had no means other than the aforesaid earnings of her husband and her own personal manual labor; that she took in washing and sewing for wages to aid in the support of herself and husband. We know that the son sent money home to his mother for her support, as we saw his letters.

In view of the facts as stated above, the inability of claimant's husband to support her, as is clearly shown, and the support given by the son, as shown by the testimony filed, and after his death the struggle of the claimant by her own personal labor to support herself and husband, your committee are of the opinion that the case is one of merit, and justly comes under the pension laws, and therefore do recommend that the bill be amended by striking out "eight," in line 6, and insert "twelve," and that the bill do pass.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1949.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 23, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany amendment intended to be proposed by Mr. Manderson to the bill (H. R. 11028) making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-eight, and for other purposes, viz, Insert the following: "To defray the expenses attending the unveiling of the statue of the late Major-General James A. Garfield, President of the United States, to be erected in the city of Washington, District of Columbia, one thousand five hundred dollars, or so much thereof as may be required, to be expended under the direction of the Secretary of War."]

The Committee on Military Affairs, to whom was referred the above amendment, report in favor of the same, and recommend that the proposed amendment be referred to the Committee on Appropriations, that the same may be inserted in H. R. 11028, making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1888, and for other purposes.

The equestrian bronze statue of General and ex-President James A. Garfield is the gift to the Government of his comrades in arms who served with him in the Army of the Cumberland. It is an expensive work of art, costing in the neighborhood of thirty thousand dollars. Congress has already appropriated thirty thousand dallars for the erection of the pedestal for the figure, and the place where it shall be erected and the time for the ceremony of unveiling the statue have both been fixed by the action of Congress. The necessary expenses of inaugurating the statue should be provided for, and there is abundant precedence for such action, notably the ceremonial occasions incident to the inauguration of the statues of General McPherson, General Thomas, and Admiral Du Pont. The amount proposed to be appropriated, $1,500, is to be expended under the direction of the Secretary of War.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1950

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 920.]

The Committee on Military Affairs, to whom was referred the bill (S. 920) "to confer brevet promotion on officers of the United States Army particularly distinguished by heroic action in Indian warfare, and for other purposes," having acted on the same subject-matter, report this bill back adversely, and recommend that its consideration be indefinitely postponed.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1951.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany S. Res. 21.]

The Committee on Military Affairs, to whom was referred the resolution (S. 21) "defining the status of medical officers in the Army of volunteer service," having reported a measure touching the subject-matter embraced in the resolution, report this resolution back adversely, and recommend that its consideration be indefinitely postponed.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1952.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. WHITTHORNE, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill H. R. 4852.]

The Committee on Pensions, to whom was referred the bill (H. R. 4852) granting a pension to William Hutcheson, of Melbourne, Ark., have examined the same, and report:

That under the pension laws existing at the time this case was acted on by the Commissioner of Pensions, it was properly rejected, but that now there can be no doubt, if properly presented, that a certificate of pension can and may be issued under recent act of Congress, granting pensions to soldiers engaged in the Mexican war, and for this reason report adversely and beg to be discharged from further consideration of this bill.

O

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1953.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. FAIR, from the Committee on Claims, submitted the following

REPORT:

[To accompany H. Res. 82.]

The Committee on Claims, to whom was referred House joint resolution 82, for the relief of Luther F. Warder, have considered the same, and respectfully report:

The resolution proposes to pay Luther F. Warder, who was an assistant doorkeeper of the House of Representatives during the last session and who, it is alleged, acted as doorkeeper for the period of time between July 15th and the 7th day of December, 1885, the sum of $394.06, the said sum being the difference between his pay as assistant doorkeeper and the pay of doorkeeper for the time he acted as such.

Subordinate officers in the different departments of the Government are often called upon in the absence, sickness, or disability of their superiors, and even in cases of vacancy, to discharge the duties pertaining to the higher position. This is one of the incidents of the service, and is to be expected by subordinates when they enter the service. The temporary discharge of the duties of the higher position carries with it a certain measure of honor, which renders it agreeable for a subordinate to be called upon to discharge such duties and to carry the added burdens of responsibility.

The committee are clearly of the opinion that, as a rule, and upon general principles, it is impolitic for Congress in such cases to grant by special act to officers so temporarily discharging the duties of a higher position an increase of pay therefor. If it is to be done in one case the committee know of no reason why it should not be done in all cases. Upon this theory, while the Solicitor-General acts as Attorney-General he would be paid a salary equal to that of the Attorney-General; while the Assistant Secretary of the Interior acts as Secretary of the Interior he would have a claim upon the Treasury for a salary equal to that of the Secretary of the Interior; while the Assistant Secretary of the Treasury acts as Secretary of the Treasury he would, by precedent and usage, be entitled to a special act giving him compensation equal to that of the Secretary of the Treasury, and so on through the different departments and the different grades of service, *ad nauseam*. The statement of the proposition and its logical results is, it is thought, sufficient argument to condemn it.

The committee has given this expression to its condemnation of the principle involved in this resolution because it feels in a measure con-

strained to recommend that the Senate concur in the resolution upon a special ground, which will be stated, and is entirely unwilling that it should be taken as a precedent.

It has been the custom of the Senate to recognize it as fairly within the exclusive province of the House of Representatives to decide for itself as to the number of its officers and employés, as to the duties with which they should be charged, and as to the compensation which they shall receive, and upon this ground only the committee reports back this resolution, with the recommendation that the same be concurred in.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1954.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. SAWYER, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 234.]

The Committee on Pensions, to whom was referred the bill (S. 234) granting a pension to Sarah Ann Waters, have examined the same, and report:

This bill is to pension Sarah Ann Waters as dependent mother of George Waters, Company G, Ninth United States Colored Troops. The record evidence shows that he died of Asiatic cholera at Brownsville, Tex., August 28, 1866. He was enrolled in 1863. His record is good. The application was rejected by the Pension Office on the ground that he left a minor child. It appears that he left no widow; there is no evidence that he was married. The child was an infant, and its death and that of the soldier occurred within a few months of the same time.

It also appears that the son before he enlisted was a waiter, and gave his pay to his mother, whose husband had been dead many years. It is the opinion of the committee that if application had been made promptly after the son's death, and evidence had been produced, as it might have been, that the case could have been substantiated to the satisfaction of the Pension Office; but this poor old colored woman had no one to advise, no one to aid her, and was not probably sufficiently intelligent to proceed in obtaining the necessary proofs. It is very clear that she was dependent upon him; that she is now very needy; that there is no minor child; that there has been no minor child to dispute her claim or to be wronged by her being allowed a pension.

The bill is reported favorably, with a recommendation that it do pass.

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49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1955.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 24, 1887.—Ordered to be printed.

Mr. MANDERSON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany the resolution of the legislature of the State of Kansas, dated January 22, 1886, asking an appropriation for the enlargement of Fort Riley, &c.]

The Committee on Military Affairs, to whom was referred the subject-matter embraced in the above-stated petition or resolve, report that, it having already received the attention of Congress, your committee report the resolution back and recommend that its further consideration be indefinitely postponed.

O

49TH CONGRESS, 2d Session. | SENATE. | Views of the minority, No. 1956.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 25, 1887.—Ordered to be printed.

Mr. GEORGE, from the Committee on the Judiciary, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill S. 2171.]

The undersigned, a minority of the Committee on the Judiciary, are unable to agree with the majority either as to the expediency or the constitutionality of Senate bill No. 2171, "to provide for inquests under national authority."

Sanctioned as the bill is by a majority of the members of this committee, it comes before the Senate with the prestige of the high character and eminent abilities of its framers and supporters. In opposing it on constitutional grounds we admit that it is incumbent on us to show by the clearest reasoning and the highest judicial authority that this bill is, as we believe it to be, unwarranted by the Constitution, and, if enacted, would be a grave and serious usurpation by Congress of essential powers reserved to the States, and that the means by which the inquest is to be made are equally in violation of that instrument.

This must be our apology for that elaboration of argument necessary to make due and proper inquiry into and examination of the questions involved in the bill.

The bill provides that on the application of any three citizens of the State in which the injury shall be committed the United States circuit judge shall order a special term of his court to be held, and shall then summon witnesses and inquire into the facts connected with any alleged homicide committed, or serious bodily harm, or serious injury in person or estate, perpetrated or threatened, where such offense has been committed: (1) "Because of the race or color of such person so killed, injured, or threatened; (2) or because of any political opinion which such person so killed, injured, or threatened may have held in regard to matters affecting the general welfare of the United States; (3) or with design to prevent such person so killed, injured, or threatened, or others, from expressing fully such opinion; (4) or from voting as he or they may see fit at any election of officers whose election is provided for by the Constitution and laws of the United States; (5) or to affect the votes of such person or others at such elections."

And the bill further requires the judge to report the evidence thus by him taken, and his conclusion of facts thereon, to the President of the United States, to be by him laid before Congress.

No other action by the judge or court is required or even contemplated.

The theory of the bill, however, must necessarily assume that Congress may, when the report is submitted to it, make it the basis of legislative action in respect to all the matters named in it. That is, the bill asserts a power in Congress to legislate for the protection of the [illegible] for the punishment of the wrongs specified in it. These

alleged rights, except in the two last clauses, which refer alone to voting at Federal elections, are the right to security in person and estate against assaults made or threatened by the wrongful acts of private individuals, if such assaults were made because of race or color or of holding or expressing political opinions. Or, in other words, jurisdiction is asserted in the Federal Government over all injuries to person or property, committed or threatened, where the perpetrator and the victim are not both of the same race and also of the same political party. For it is manifest that where they are of different races and of different political parties it will be impossible, as to the former at all times, and as to the latter in times (very frequent and prolonged) of high political excitement, to eliminate these circumstances from such transactions.

But the bill even goes further than this. If three men can be found in a State who will make oath according to their belief that any conflict, either actual or apprehended, any injury to person or estate, consummated or threatened, had for its basis any of the reasons and the causes mentioned in the bill, the court must undertake the investigation "into the circumstances" of such killing, injury, or threatening, and report the evidence taken and the conclusions of fact to the President, notwithstanding it may be established that the transaction, whatever it may be, had no such cause or basis, and was in fact between persons of the same race and color and of the same political party, and was the result of causes wholly different from those mentioned in the bill, and even of causes which rendered the conduct of the actor entirely justifiable.

The bill contains so serious an attack on the power, jurisdiction, and dignity of the States, is so harmful in its effects, so utterly at variance with the Constitution, and being directed in the main, as this avowedly is, against the Southern States exclusively, that we feel that we are not only warranted, but required, to make such examination into the powers, jurisdictions, and rights of the States, and the powers of Congress, as may be necessary to defeat it.

We shall therefore inquire as to the depository nature and extent under our system of the governmental powers to protect the rights of persons and property against assaults and violations by private individuals, when such wrongs are committed or threatened within the limits or jurisdiction of a State. To make this examination full and perfect it is necessary to consider somewhat carefully the nature, purposes, and objects, as well as the powers of the Government of the United States, in connection with the powers and duties of the States; and also the scheme of government which the two combined have formed.

STATE AND FEDERAL GOVERNMENTS BOTH PARTS OF A WHOLE.

The Federal and State Governments are complements of each other; both are essential parts of a whole. To conceive a government having sole jurisdiction over a people, but with no other powers than those granted to the Federal Government by the Constitution of the United States, would be to conceive an anomaly as well as an impotent abortion. Such a government would possess no power over contracts, over marriage and divorce, the civil relations of husband and wife, over descents, inheritances, and testaments, over titles and tenures to property, over the great fundamental rights of life, liberty, and property, and the pursuit and acquisition of happiness. On the other hand, a government considered as a whole and not as a complement of another, which possessed no other powers than those now belonging to the States, would be utterly powerless outside its own territorial domain and without es-

sential powers within it. It could possess no army, no navy, grant no patents or copyrights, coin no money, emit no bills of credit, fix no standard of weights and measures, levy no tonnage duties or taxes on imports or exports, receive or send no ambassadors, ministers, or consuls, enter into no treaties or alliances, nor regulate in any way commerce between itself and other states or foreign nations. It could neither make war nor conclude peace.

"We have in our political system," says Chief Justice Waite, in United States *v.* Cruikshank, 92 U. S., p. 549, "a Government of the United States and a government of each of the several States." And Judge Miller, in the "Slaughter-house cases" (16 Wall., p. 82), said that "the existence of the States was essential to the perfect working of our complex form of Government"; complex in this, that we have two distinct governments, operating on and regulating the rights and duties of the same people, each having distinct and separate powers, and charged with distinct and separate duties. No citizen of a State can look to either government for the measure of his allegiance, or as the sole protector of his rights. The system is, that the people of each State may with exact truth be said to have two constitutions—one their own separate constitution, under which they exercise State powers and perform State duties solely, and according to their own judgment as to what is best for the common weal; the other the Constitution of the United States, which is the common Constitution of each and of all the States, and under which each discharges Federal functions in connection with its sister States. Both are essential to perform the full measure of governmental functions and protect and secure the people in all their rights. Chief Justice Waite, in United States *v.* Cruikshank (92 U. S., p. 550), speaking for the Supreme Court, used this expressive language:

> The people of the United States resident within any State are subject to two governments—one State, one national. The powers which one possesses the other does not. They were established for different purposes, and have separate jurisdictions. *Together they make one whole, and furnish the people of the United States with a complete Government,* ample for the protection of all their rights at home and abroad.

This great and fundamental truth is so often obscured and neglected in practice that we deem it our duty to endeavor to recall it to attention of the Senate and of the country.

THE UNITED STATES THE FINAL JUDGES OF THEIR OWN POWERS.

It is no part of our purpose to reopen the question of State rights, as settled by the late war. Whatever of power was lost to the States by that conflict, we ackowledge is lost irrevocably; whatever was gained in it by the United States is an acquisition that we shall not attempt to disturb. Whatever may be the mere historical truth as to the mode of the formation of the Federal Constitution—whether it was created by the people of the several States, or by the people of the United States aggregated in one mass—it is now no longer a matter of dispute, that the powers granted to the Federal Government by the Constitution of the United States are irrevocable except by successful revolution. It is also now established that the Government created by it is, through its Judicial Department, the final judge of the extent of all its granted powers which can by their nature come under review in a case in a court, and that the political departments of the Government are the final judges of the extent of all the other granted powers. The right of State interposition to arrest usurpation by the Federal Government, whether by nullification or secession, if it ever existed, has now gone forever. We concede this fully and unreservedly.

[illegible]ower of final arbitrament carries with it the highest and

most solemn duty to judge carefully—impartially—not to usurp on the one hand powers not granted, nor on the other to abdicate duties imposed on the Government by the Constitution. The people have a right to demand that the agents and officers of the Federal Government, which, though limited in the number of its powers, is supreme wherever its powers extend, shall be careful not to disturb or disarrange the scheme of government which they ordained, nor alter the divisions of powers between the two governments which they have established.

THE STATES, ESSENTIAL BASES OF OUR SYSTEM.

The Federal Constitution, whether framed by the people of the several States—the people of each State acting for their State—and as a political organization known as a State, or not, came after the formation of the States. It is based on the previous existence and on the subsequently continued life of the States. Without States then existing it could not have been created. It had no force as a constitution till ratified by nine States, and then only "between the States ratifying" it. After its ratification, it could not have gone into operation except by and through the active agency and co-operation of the States existing as separate political entities, and acting as separate and distinct political organisms. No President could then have been, nor can now be, constitutionally elected, except by electors, whom, by the terms of the Constitution itself, "Each *State* shall appoint in such manner as the legislature thereof may direct." No Representative could be elected, nor can now be, except by voters whose qualifications are to be fixed by the *State* from which he comes. Representatives are "apportioned among the several *States*," and Senators, "two from each *State*," are "chosen by the legislature thereof"; and each Senator and Representative must be "an inhabitant of that *State* in which (or for which) he shall be chosen." The words "State" and "United States" appear everywhere in the Constitution, in every article, and almost in every clause and sentence. Strike them from the Constitution and the Government would be without a name among the nations of the earth and the whole instrument would be unmeaning jargon, with no intelligent ideas left in it. The name of the Government itself created by the Constitution is "United States." The Constitution, as itself declares, was ordained and established "for the United States of America." The legislative power is vested not in a legislature, or parliament, or national assembly, but in "the Congress (that is, the meeting or assembling) of the United States." The executive power is vested, not in a king, or emperor, or consul, but in a "President of the *United States*;" all other officers are "officers of the *United States*." The "militia of the several States" are "called into the service of the *United* States," and not into the service of the Government, or the President, or the Congress. The judicial power of "the *United States*," not of the Government or Congress, is "vested" in courts provided for in the Constitution. These courts have jurisdiction "in controversies to which the *United States* shall be a party;" and between "two or more *States*;" and "between citizens of different States." Trials of crimes "shall be in the *State*" where committed. And "treason against the United States," not against Congress, the President, or the Government, or the Union, is committed only "by levying war against *them* or in adhering to *their* enemies." Essential powers are recognized in the *States*, and equally important powers prohibited to them by that name, and duties are imposed on them as "States."

In the attestation clause of the Constitution it is said: "Done in convention, by the unanimous consent of the States present," and this at-

testation is signed by George Washington, as President, "and deputy from Virginia," and by the deputies from each of the twelve States present, each being separately named, Rhode Island not being present. And in the tenth amendment it is declared that all the powers granted by the Constitution are "delegated to the *United States*," not to Congress, the President, the Government, or the Union. And in the fourteenth amendment the public debt is declared to be the debt "of the United States," and the "United States" are prohibited from assuming any debt incurred in aid of "rebellion or insurrection against the United States," and in the fifteenth amendment "the United States" and the several "States" are prohibited from denying or abridging the right to vote in certain cases.

Whilst it is true that the scheme of the Constitution was "to make us one people, with one common country, for all the great *purposes for which it was established*," as was said by Chief Justice Taney, it is also true, as declared by Chief Justice Marshall, in McCulloch *v.* Maryland, 4 Wheaton, 403, that "no political dreamer was ever wild enough to think of breaking down the lines which separate the States and compounding the American people into one common mass." And it is also true that the American people, considered as one common mass, and not as the people of the several States, cannot perform any single function or exercise any single political power without in effect revolutionizing our whole system.

We recall these familiar truths, found on the face of the Constitution and expressed in its very words, because their import and effect seem to have lost their significance in some quarters.

STATES ARE FREE, EQUAL, AND SOVEREIGN.

It is undisputed that the States were free, equal, sovereign, and independent at the time of the formation of the Constitution; that each possessed all the powers which any government might rightfully possess. In the language of the Declaration of Independence, "they had full power to levy war, conclude peace, contract alliances, establish commerce, and to do all other acts and things which independent states may of right do."

As such States they formed a Union under the Articles of Confederation, and as such they withdrew from that Union, each for itself, by a separate ratification of the Constitution of the United States, and contrary to the will of at least two of their number. As we have said, it is probably immaterial whether we regard the historical truth—that the States formed the Federal Constitution—as a constitutional truth or not, for the main questions which depended upon that are settled. The truth is undeniable that each State, or the people of each State in their separate capacity as organized political communities, organized into States, possessed at the adoption of the Constitution all govermental power. It is equally true that, possessing these powers, they had the right to alter their governments, "and to institute a new government, organizing its powers in such form as to them shall [should] seem most likely to effect their safety and happiness." They did so alter and organize it, delegating, each separate State, a part of its own powers, to be exercised by the whole, *i. e.*, the United States, and reserving each to itself separately, or to its people, the great mass of powers not delegated. The government thus formed was a government of each of the States, having jurisdiction to the fullest extent of the undelegated and unprohibited powers, and a Government of the United States. The Gover[illegible] of the "United States" meant no more then, and means no [illegible] n the common or general government of the States of

Massachusetts, New York, Virginia, and the others united. The phrase "United States" means no more nor less than the thirteen States then and the thirty-eight States now, united for the purposes mentioned in the instrument of Union—the Constitution of the United States of America.

POWERS CONFERRED ON UNITED STATES SUPREME.

The common or general powers thus conferred on the whole (not any power usurped) are necessarily supreme as against any adverse separate State action. This resulted logically from the mere fact of the establishment of a common Constitution, since the surrender by each State, or by the people of each, of powers to a common agency to be exercised by such agency for the good of all the States, necessarily implied an engagement on the part of each and all to submit to the exercise of the powers so surrendered by the agency appointed for all and by all. A lawful refusal to do this would be in itself a disruption of the common Government thus formed, since it would leave this common Government without authority to do the very thing for which it was established. The declaration in Article 6, that "this Constitution, and the laws of the United States which shall be made in *pursuance* thereof, and all treaties made, or which shall be made under the authority of the United States, shall be the supreme law of the land; * * * anything in the constitution or laws of any State to the contrary notwithstanding," is nothing more than the expression of what, without it, was an undoubted truth.

Speaking of the supremacy of the Government of the Union, in McCulloch *v.* Maryland, 4 Wh., 405, Chief Justice Marshall said:

> This would seem to result, necessarily, from its nature. It is the Government of all; its powers are delegated by all, it represents all, and acts for all.

But whilst this is true, it is also true that this supremacy of the Constitution and of the laws and treaties authorized by it is expressly limited within the line which bounds the delegated powers. Beyond this the Government of the United States has no power whatever, and its acts outside of and beyond these powers are in law simply null, mere nothing. We quote on this point the expressive words of Chief Justice Waite, speaking for the Supreme Court in United States *v.* Cruikshank (92 U. S., p. 550):

> The Government thus established and defined is to some extent a Government of the States in their political capacity. It is also for certain purposes a Government of the people. *Its powers are limited in number,* but not in degree. Within the scope of its powers as *enumerated and defined it is supreme and above the States; but beyond it has no existence.*

Mark the expression—beyond its enumerated and defined powers "it has no existence."

THE UNION IS VOLUNTARY AND OF EQUAL STATES.

Another great truth lies at the foundation of the Constitution, and which must never be forgotten or obscured in considering the relations of the several States under it, with each other and with their common Government—the Government of the United States. It is that this Union under the Constitution was in its formation the voluntary association of free and equal States, each free to go in or to stay out; each equal in its Federal and in its reserved rights; equal in dignity; equal in all political capacities. Each State acceding to it (or the people of each State, if that expression be preferred) claimed the capacity to discharge all its Federal duties arising under the Constitution, as well as its capacity to exercise all the powers of government reserved to it.

This claim was acknowledged by each and by all, and was, in fact, the very basis of the Union as it was formed. If any one of the then existing thirteen States had contrary convictions which rendered association and union with any of the others undesirable, it had the undoubted right to refuse accession to the Union. It had the undoubted power to decide this question for itself, and did decide it irrevocably when it ratified the Constitution. That decision involved and solemnly adjudged the essential truth that its co-States were such as it claimed itself to be, capable and willing to perform both their Federal and their separate State functions without the supervision or interference of others. As to new States, each original State which had acceded to the Union agreed by the Constitution itself—the supreme law of the land—to abide by the decision of the Congress of all the States, and each new State in accepting admission into the Union made the same concessions and admissions as to all the other States.

This great and fundamental truth, if it needed further support, has it in the terms of the Constitution itself. *That* they all agreed should be the supreme law of the land. That instrument not only owes its existence to the action of the people of the several States; but the continuous operation of the Government it established could come only from their voluntary action. The Constitution imposed duties on them, the continued performance of which was essential to the Government, as has been shown. It contained no provision for a failure of any State to discharge its Federal functions, but it assumed that all would, and it left to each as a matter for its sole concern, the discharge of its own separate State functions. It contained no provision for disfranchising States for a neglect of their duties, nor for compelling the States to perform them. It recognized no inequality and no incapacity, no contumacy in States, and made no provision and conferred no powers for such cases.

It imposed no restrictions or limitations upon the rights and power of one State that were not equally imposed on all the others. It prescribed no duties to the States with reference to their undoubted rights and powers over their own citizens. It secured no rights to citizens against adverse action or adverse non-action of their State, except in the imposition of prohibitions on the exercise of a few arbitrary and despotic powers of government, which by the common consent of free people were deemed unsafe and unfit to be exercised by any government, and which we shall notice more particularly hereafter.

In the performance of this grand work—the creation of the Constitution of the United States, and of the Union under it—the grandest ever performed by any of the human race, there was, in the processes of its formation, in its express or implied provisions, no arrogated superiority, no assumed mastery on the part of any State, or the people of any State, over any other, and no distrust in the ability and good faith of any State or its people.

Massachusetts did not say to Virginia, "We distrust your ability or willingness to perform your Federal duties, or to govern in all that has not been surrendered by you to the common Government, nor prohibited to you and all other States alike"; nor did Virginia doubt Massachusetts in any of these things. There was mutual trust and confidence all around and on all sides. Without these the Constitution could not have been formed, and without them cannot be preserved. This confidence and trust were manifested in all that was done, and were attested and sealed by the declaration in the Constitution that it was the su[illegible] law of the land, binding on all States, all magistrates, and

all persons, and binding also on the agencies, the magistrates, the officers of the common Government.

This supremacy of the Constitution is universal, all-pervading, binding equally as to its negations, the reservations to the States as to the powers delegated to the Union, the things granted and the things not granted; binding as well to destroy, to make null, all that might be done or assumed to be done by the General Government outside of and beyond its powers, as to invalidate any State action within this exclusive domain. It was a double guarantee, as strong and as explicit against Federal usurpation of powers not granted as against State aggression on the delegated sovereignty of the Union.

We have now seen how the Constitution was formed, the spirit which animates its every clause and letter, the temper, the good faith of men and States, their confidence in their fellow-men and co-States, the concession by each and all the States of the capacity and willingness of the people of each to discharge their Federal and national duties, and to exercise justly and fairly their reserved powers, and the entire absence of any provisions giving either to the common Government or to any of the States power to interfere in or control the administration in any State, of its reserved powers or jurisdiction. We may pause a moment to contrast this with the provisions of the present bill, which repudiates all this and seeks to establish an inquisition under national authority into the exercise by some of the States of their exclusive internal domestic jurisdiction. This inquisition is degrading to the States in which it is expected to be carried on; it impeaches their capacity and willingness to perform their separate and exclusive functions; it asserts, in the shape of a law, a supercilious and arrogant superiority on the part of some States over other States; it usurps a jurisdiction unwarranted by the Constitution.

POWERS OF THE UNITED STATES ARE DELEGATED.

Looking to the whole scheme of our complex system of Federal and State governments, we find that its primal, fundamental principle, the key to its exposition is, that the powers possessed by the United States are "delegated," that is, given or granted to them, by some political organism, or organisms, and are in no sense inherent or original. Before any of these powers were thus granted, there were no powers in the United States, in fact no United States existed. The United States, as they now exist as a Government, were created by the Constitution. That instrument, in the act of making the States united under it, dissolved their union under the Articles of Confederation.

The tenth amendment, adopted almost contemporaneously with the Constitution, and designed to put into constitutional form a great truth, then recognized by all, so as to prevent mistake or misconception in all after times, expressly declares that the powers possessed by the United States are "delegated," and all other powers not "prohibited" to the States are "reserved," not granted, not given, but "reserved" to the "States respectively;" not to the States in a mass, or aggregated, or united, but to the States "respectively," or to the people. The powers are not even said to be "vested" in the United States, when reference is made to their origin. They are only "delegated," and then they are said to be "vested" in the Government, and in its various departments as a consequence of this delegation. The powers thus "delegated" are not the great mass of the powers of government, with exceptions in favor of the States, but they are enumerated, specified, written in the Constitution itself, and defined and limited by it.

THE GENERAL SCHEME OF THE CONSTITUTION.

The scheme of the Constitution was to make us "one people, with one common country, for all the great purposes for which it was established." (See Chief Justice Taney in Passenger Cases, 7 How. R., 283.)

These great purposes are expressed in the Constitution itself, in the powers delegated by it to the United States. These powers are plenary and exclusive as to all that concerns the people and States in their relations with foreign powers, both in peace and in war, including the making of treaties, the receiving and sending of ambassadors, ministers, and consuls; making war and concluding peace; intercourse and commerce with them; the protection of our people in foreign countries and outside of the jurisdiction of any State, and on the high seas.

Secondly. The Federal powers extend to the regulation of relations between the States themselves and the citizens of each with the citizens of the others, and between each of the States and the United States, covering commerce among the States, compacts between two or more of them, the duty of surrendering fugitives from justice and labor, the force and effect in other States of public records and judicial proceedceedings of each State; "the securing to the citizens of each State the privileges and immunities of the citizens of the several States," when in the jurisdiction of any State of which they are not citizens, leaving, however, to each State to determine and define the rights and privileges of its own citizens, and securing only these same privileges so defined by a State to citizens of other States when they are within its jurisdiction.

Thirdly. The power and duty to guarantee to each State a republican form of government, and to protect it from invasion, or, on application of the State, from domestic and foreign violence. These were the great purposes for which the Constitution was formed and adequate powers to attain them were granted.

All other powers delegated to the United States are either merely auxiliary to these great ends and for the support and maintenance of the common government, or they are such as can conveniently and properly be exercised only by a government common to all the States. These auxiliary powers relate to the establishment of a uniform system of bankruptcy and naturalization laws; the power to coin money, to regulate its value, and the value of foreign coins in circulation here; to fix the standard of weights and measures; to grant patents and copyrights; to establish post-offices and post-roads; the power of taxation; to punnish counterfeiting of the current coin and securities of the United States; to punnish piracies and felonies on the high seas and offenses against the law of nations; to raise and support armies and support and maintain a navy, and certain powers over the militia.

These powers, in general terms, include all that are delegated to the United States. If we stop and consider them, we will see how few they are—great indeed in importance, unlimited in degree, but very limited in number. If we abstract from these powers all that relate to our intercourse with foreign nations—all that concern the relations of the States with each other, in their character as States, and their relations to the Union; all that relate only to the giving force, efficacy, and support to the United States in their exercise of their other powers—we will see how infinitely small in number are all the remaining powers, which concern only the rights, privileges, and convenience of private persons—private citizens when in the jurisdiction of a State.

These powers are:

(1' 'ng to the citizens of the several States the privileges

and immunities granted by any State in whose jurisdiction they may be to its own citizens.

(2) Jurisdiction over bankruptcy.

(3) Jurisdiction over naturalization.

(4) Jurisdiction over the currency.

(5) The power to establish post-offices and post-roads.

We look in vain to any of these powers for the power to enact this bill. But along with these powers come provisions which show the soul and spirit of the Constitution, and without which the Constitution becomes either a lifeless corpse, or, having energy and vitality, is an instrument only of oppression and wrong. These provisions recognize the absolute equality of the States, and secure fairness and impartiality in the exercise of the powers granted by the Constitution. Thus, direct taxes are required to be apportioned among the States according to their population, and all duties, imposts, and excises are required to be uniform throughout the United States; no preference is allowed in any regulation of commerce or revenue to the ports of one State over the ports of another; the levying of a tax on any article exported from any State is also prohibited, whereby the dangerous power of taxing articles mainly produced in one State or section and not in others is denied to the Government.

And then there is the great provision in Article 5, which secures absolutely and forever the equal suffrage in the Senate of each State against even an amendment of the Constitution. Under this guarantee of equality Delaware, Rhode Island, and Nevada each have the same voice in this body as the great State of New York, and under it the six New England States, with a population entitling them only to 24 Representatives out of 325 allotted to all, have twelve Senators, whilst all the other States, with a population entitling them to 301 Representatives, have together only 64 Senators. New England has one Senator for a population entitling her to two Representatives, whilst the remainder of the States have one Senator to a population represented by 4.54 Representatives, or more than twice as much per capita of population.

POWERS PROHIBITED TO THE STATES.

The scheme of the Constitution embraces not only a division of powers between the several States and the United States by delegation of certain specified powers to the latter, and a reservation of the others to the States, but it includes also the prohibition of certain powers to both. These powers, so far as they relate to persons, were deemed despotic in their nature, unjust in their operation, and contrary to the genius of free government; and hence, whilst prohibiting their exercise by the Federal Government, the States also surrendered them as a pledge of their fidelity to the great principles of republican liberty. Three of these powers related to the lives and liberties of persons, namely, bills of attainder, *ex post facto* laws, and the suspension of the great writ of habeas corpus; one to property, viz, laws impairing the obligation of contracts; and the other related only to the quality of persons in a free government, namely, the bestowing titles of nobility. These powers were refused to both. The power over contracts, however, was allowed to the Federal Government, indirectly in its power over bankruptcy.

There were some other prohibitions to the States, but they were manifestly introduced for the purpose of preventing a conflict between State powers and Federal powers, which might, but for the prohibition, have been concurrent. In all these there is not a pretense for the claim of the Federal Government to intervene between a State and its

citizens for the protection and security of the great fundamental rights of persons and property and the pursuit and acquisition of happiness, all these being left to the care and protection of the States, except only in the four cases of habeas corpus, bills of attainder, *ex post facto* laws, and laws impairing the obligation of contracts. Of all the civil rights of men, and all the rights of person and property, only these above named, and no more, are entitled to Federal protection in favor of a citizen against his State; and this protection extends only to the prevention of State action in violation of them, as will be shown more fully hereafter. And not one of these rights is secured against State action, even in favor of citizens of another State, except to this extent: That citizens of other States should have from each State the like protection that it affords to its own citizens.

THE FIRST VIII AMENDMENTS.

What we have said covers in general terms a description of the powers delegated to the United States and of those which were reserved by the States, as they existed under the Constitution when it was framed. It will be noted that whilst the Constitution contained an express grant and a specific enumeration of the powers vested in the Government of the United States, and that it was understood on all sides that no others could be exercised, except only such auxiliary powers as are necessary and proper to carry the enumerated powers into execution, yet it was, out of abundant caution, deemed necessary to insert in the Constitution certain prohibitions on the Federal Government. These prohibitions were deemed necessary lest Congress should claim these prohibited powers as necessary and proper in carrying out the delegated and enumerated powers.

It will be seen that not one of the powers prohibited is of the nature of a substantive and independent power, to be exercised solely to attain some end outside of the enumerated powers—some end which in itself and by itself was an object to be desired. But our forefathers had been familiar with bills or petitions of right in which certain great and fundamental rights were excepted out of the powers of government. It was complained that no such bill of rights was a part of the Federal Constitution. So in the very first Congress assembled under the Constitution, composed largely of the great statesmen who had been members of the convention which framed the Constitution, and of members of the several State conventions which ratified it, certain amendments were proposed. All of them which were ratified, as has been firmly settled, have reference solely to limitations and restrictions on the powers of the United States, the design and intent of all of them being to prevent Congress in the exercise of its implied powers from passing any law of the kind prohibited in the amendments.

This view is fully sustained by Mr. Madison's great speech in the House of Representatives advocating these amendments. (See Annals of First Congress, p. 432.) All the propositions of amendment looking to a restriction on the power of the States, including one offered by Mr. Madison securing against State action religious liberty and freedom of the press, and trial by jury, were rejected, thereby again affirming that all the great natural rights of man were to be left solely to the States for their definition and their security and protection.

RIGHTS SECURED AGAINST FEDERAL ACTION BY THESE AMENDMENTS.

It will tend greatly to assist in understanding clearly and fully the nature of our system, and to mark the line clearly between State powers [illegible] one hand, and Federal powers and duties on the other,

if we note here in general terms the great and essential rights which were secured against Federal invasion by these amendments, and yet were left wholly at the mercy, the will, and discretion of each of the several States, fixing as they do, beyond controversy or dispute, the great underlying and fundamental principles of our system, that all civil rights, all rights of person and property, are left solely to the States.

These amendments, whilst leaving to the States unrestricted power, prohibited to the United States any power over, and guaranteed the following against Federal action:

Freedom in religious belief and worship; freedom of speech and of the press; the right of petition; the right to bear arms; security against the quartering of soldiers in the people's houses; security against unwarrantable searches and seizures, against general warrant; security against trial for capital or infamous crimes unless on accusation by a grand jury; security against being put twice in jeopardy for the same offense; security against being compelled to be a witness against oneself; security against being deprived of life, liberty, and property without due process of law; security against the taking of private property for public use without just compensation; the right of trial by jury in civil and criminal cases; the right of the accused in criminal trials to be confronted with the witnesses against him, to have compulsory process for witnesses in his favor, and the assistance of counsel in his defense; security against the requirement of excessive bail, and the imposition of excessive fines, and the infliction of cruel and unusual punishment.

THESE GREAT RIGHTS ARE NOT PROTECTED AGAINST STATE ACTION.

All these great rights are secured by the Constitution of the United States against Federal aggression only. So far as that Constitution and the powers of the Government established by it are concerned, these great rights are left for recognition, protection, and security to the States, which have sole and exclusive jurisdiction over them. They were then, and are now, in fact, protected against the action of the State governments and State agencies in all the States; but this protection and security came from provisions in the constitutions of each State, which the people of that State had of their own will ordained and established, and which that same people could alter and change at their pleasure, and thereby destroy the protection.

SURVEY OF THE WHOLE SCHEME.

And now, if we will take a survey of the whole, we see that this grand scheme of free government for the security of the rights and promotion of the welfare and safety and advancement of the happiness of the people of the United States is, in short, this:

First. A common Government of all the States with exclusive jurisdiction and powers as regards foreign nations and all intercourse with them; with jurisdiction over the relations between the States as States, and over commerce among the States and between them and foreign nations; over certain very limited powers whose influence and force ordinarily extend beyond State lines and could more conveniently be exercised by the common Government; over the securing to the citizens of each State, when in the jurisdiction of another State, the same great fundamental rights which the latter State grants to its own citizens; a denial to the States of certain despotic and arbitrary powers in respect to personal and private rights, which are incompatible with free institutions, and the denial to the common Government, in the exercise of its granted powers, the authority to invade certain great rights of private persons, as we have enumerated them; that all the powers of

the common Government were "delegated" and enumerated and all other governmental powers, not prohibited, were "reserved" to or kept back by the States; that the States—as they then existed, possessing all the power then reserved to them—were essentially the basis of the Federal system, without which it could not have the beginning of life, nor any subsequent existence; that these States were equal in power and dignity, and this equality is the essence of the whole scheme; that each was adjudged to be capable of discharging its Federal functions and of exercising without control or restraint from any quarter its reserved powers.

Second. That in this great mass of reserved powers in the States were embraced not only the protection and security of all the rights of life, liberty, and property, and the pursuit and acquisition of happiness, but also the unrestricted power to define and determine what these rights are, their extent and limit, and all the processes of law for their vindication. And in this mass of reserved powers are also all jurisdiction over the conduct of men, the conservation of morals, and the preservation of the public health. That as to all these the reserved power of each State was and is absolute, without other restriction than it shall itself see proper to impose on its own government, so far as its own citizens are concerned, and the same rule prevails as far as concerned citizens of other States within its jurisdiction, except only that by the Federal Constitution it is so bound that the measure it metes to its own citizens the same shall be meted to them.

This outline of the matters embraced in the reserved powers of the States would ordinarily be sufficient; but in this day, when there exists so great a tendency to belittle and to obscure the powers, duties, dignity, and importance of the States, and to look to the Federal Government to rectify all wrongs, to remedy all evils, to supply prosperity and to check adversity, to bestow wealth and to remove poverty, and to these ends to invoke its powers over interstate commerce and its powers of internal and external taxation, in order to build up one interest at the expense of another, to break down one rival interest for the benefit of another, to take charge of sanitation and inspection in the States, to control all that pertains to the good order and morals of the people, to grant subsidies and bounties from the common treasury or the common property to advance private interests, it may be well to specify in detail some of these great powers of government which under our constitutional system, are reserved exclusively to the States. This we will do at the risk of repeating in detail what has been stated in more general terms.

SOME OF THE GREAT POWERS RESERVED TO THE STATES.

In this grand jurisdiction thus reserved to or kept by the States is the entire power over all contracts; who may make contracts, and who are incapable of making them from want of mature age, or of mental capacity, or of freedom of will; the form in which they must be made; the evidence to establish or defeat them; their nature and obligations; the consequences of default in complying with them, and the sole remedies to enforce them amongst citizens of the same State. The sole power over marriage; who can contract it; the forms to be observed in celebrating it; the relative rights, powers, and duties of husband and wife toward each other and in the community; the causes and manner of its dissolution, and all the relations and mutual duties and powers and rights of parent and child; and superadded is the institution of the family (the unit and basis of our civilization) with the right to acc[illegible]d against adverse fortune the homestead for its shelter

and conservation. The titles and tenures to all property of every kind; the modes and forms of its acquisition and transfer; how the right to it may be lost by neglect or acquiescence in wrong; what are injuries to it and the nature and extent of redress for such injury; by what rule it shall be enjoyed in life, and on the death of the owner how it shall descend and be distributed, and on what failure of blood it shall escheat to the State; the right to dispose of it by will, and by whom and in what forms wills must be made; whether entails or primogeniture shall be allowed, and to what extent property may be held in mortmain by corporations, and what rights, if any, corporations created in other States or in foreign nations shall enjoy in its jurisdiction; the civil status of all its people as to legitimacy or the contrary as affected by their birth, their education in youth, their civil rights, their qualification to vote and hold office, and their conduct in life, and their protection and security in life, liberty, property, and reputation; crimes against property, larceny, robbery, burglary, arson, malicious injuries and trespasses, cheats, embezzlements, forgeries, and the like; crimes against the person, assaults, batteries, mayhems, murder, seductions, false imprisonment, and all others; offenses against reputation and character, slander and libel; offenses against good order, good morals, and the health of the community; the great right of the free exercise of religious worship and freedom of religious belief and freedom of speech and of the press; all these and more of like character are solely within the jurisdiction and power of the States and depend on their laws and government for preservation and protection. In short, the State authority meets the child at his birth, attends him through infancy, manhood, and old age, and at his death, and is sufficient, if wisely exerted, to secure to him all the blessings which make life desirable in this world, and the opportunity of gaining for himself, in his free exercise of his religious belief, a blissful hereafter.

THE SUPREME COURT AFFIRMS THIS PRINCIPLE.

The Supreme Court, in the Slaughter-House Cases (16 Wall. R., 76), referring to and quoting from the great judgment of Judge Washington in Corfield *v.* Coryell (4 Wash. C. C. R., 371), and speaking of the great and fundamental rights which are left by the Constitution under the sole guardianship and protection of the States, said they are comprehended under the following general heads:

> Protection by the Government, with the right to acquire and possess property of every kind, and pursue happiness and safety, subject, nevertheless, to such restraints as the Government shall prescribe for the general good of the whole.

And the same court, in the same case, referring to Ward *v.* Maryland (12 Wall., 430), say:

> This definition [above quoted from Judge Washington] was in the main adopted there, and it embraces *nearly every civil right for the establishment and protection of which organized government* is instituted. They are, in the language of Judge Washington, those rights which are fundamental, and they have always been held to be the class of rights which the State governments were created to establish and secure.

In the same case the court, treating of these same rights and exhibiting some impatience that a contrary opinion should be expressed, said:

> It would be the vainest show of learning to attempt to prove by citation of authority that up to the adoption of the recent amendments (thirteenth, fourteenth, and fifteenth), no claim was set up that those rights depended on the Federal Government for their existence or protection beyond the very few express limitations which the Federal Constitution imposed on the States, such for instance as the prohibition against *ex post facto* laws, bills of attainder and laws impairing the obligation of contracts. But with the exception of these and a few other restrictions, the entire domain of privileges of citizens of the States, as above defined, lay within the constitutional and legislative powers of the States *and without that of the Federal Government.*

This is authority enough for this great and fundamental principle of the Constitution, which indeed is so patent and clear that the Supreme Court said it needed no authority for its support.

But this bill, sanctioned and recommended by the majority of the Committee on the Judiciary, attacks it—denies it. We will, right here, add another authority, and hereafter many more to support the Constitution against the assaults made on it by the provisions of the bill we are now considering. The authority we now refer to is the judgment of the Supreme Court in United States *v.* Cruikshank (92 U. S. Rep., p. 554). That great tribunal, in denying the validity of the statute of the United States providing for the punishment of a conspiracy to murder and imprison within a State, through Chief Justice Waite said:

> The rights of life and personal liberty are natural rights of man. To secure these rights, says the Declaration of Independence, "Governments were established among men, deriving their just powers from the consent of the governed." The very highest duty of the States, when they entered into the Union under the Constitution, was to protect all persons in their jurisdiction in the enjoyment of these "inalienable rights with which they are endowed by their Creator." *Sovereignty for this purpose rests alone with the States.*

It must be noted that both of these cases were decided after the adoption of the three recent amendments to the Constitution, and the last quotation was a judgment on the meaning of the Constitution as amended by them. But we will pursue that point no further now, our object being, in the regular and orderly discussion of this subject, to ascertain the meaning, force, and effect of the Constitution prior to the amendments, and then to note what changes they made in it.

DUTY COMES FROM POWER.

We have seen what are the powers of the two Governments, State and Federal; it is easy now to see their duties. Power to protect and duty to protect are inseparable, the latter following and deriving its source from the former. For power we must look to the Constitution; when it is found, the duty is also found; but the duty never extends beyond the power. Said Chief Justice Waite, in the last case cited: "The duty of a government to afford protection is limited always by the power it possesses for that purpose."

THAT DUTY COMES FROM POWER REVERSED.

So far our way is plain. There are no doubts, no chances for mistake. The line separating the powers and duties of the Federal Government from the powers and duties of the State governments is plainly marked, and it is plain that the power to pass this bill does not lie on the side of the Federal Government.

But in the course of time the great and essential rule for the interpretation of the powers of a government to which we have just adverted, and which received the sanction of the Supreme Court in the language we have just quoted, that the duties of a government were limited by its powers, was in some sections of our country being reversed and the powers of our common Government were derived not from the Constitution and its delegations of power; but men, looking at wrongs and evils, or supposed wrongs and evils, exclusively from the standpoint of their moral nature, their own conception of right and wrong, derived the power to act from what they thus concluded it was their moral duty to do. And in this way, and founded on these principles, there arose a party in this country, composed of men whose moral nature rebelled against all human wrong, and incited them to aggressive warfare for its [illegible] and who, in their zeal, were guided alone by their convic[illegible]g, sin, "the sum of all villanies," was tolerated and pro-

tected in certain States of the Union in which African slavery existed. They did not stop to inquire whether the Federal Government had the power to interfere. They did not consult the Constitution for Federal power, and, finding it, then deduce the duty to interpose. To them the wrong was patent, their duty clear, and as a consequence the power existed.

THE CONSTITUTION BINDING IN ALL ITS PARTS.

We shall not pursue the slavery agitation further. Suffice it to say that war came. It matters not for the purposes of this argument which side was right. The war ended, and as a consequence of it came the three amendments to the Constitution—thirteenth, fourteenth, and fifteenth. How they were placed there is wholly immaterial. They are there now as a part of the supreme law of the land. They are binding on all of us. Whether they were wisely or justly placed in the Constitution we shall not stop to inquire. Our inquiry is as to their meaning and force, and not into the methods of adoption. What we shall say in opposition to this bill we shall claim under the Constitution as thus amended; and in pleading as we now do for faith in compacts between the people of the States, for obedience to the Constitution in all its parts, and in its every syllable and letter, in the original and in the amendments, we do not propose to disparage it in any respect whatever.

It is to us no "covenant with death," no "agreement with hell," but the supreme law of the land, and as such we obey it in all its parts. We know of no "higher law" for American Senators, or for American citizens, than the Constitution. We know of no duties of the Federal Government beyond the powers it confers, and we recognize as binding on us, in letter and spirit, every duty imposed by it on the Congress of the United States.

THE FORCE OF THE THIRTEENTH, FOURTEENTH, AND FIFTEENTH AMENDMENTS.

We have now seen what was the nature of our system of government, the relative powers and duties of the Federal and State governments under the Constitution, as it existed before the three amendments were adopted; and that under it, as it then existed, there was no power to pass this bill. We inquire now, whether the needed power has been conferred by these amendments. The task will be easy, since from this point our way is marked out clearly by judicial decision. We shall do little more than refer to, quote from, and apply these decisions.

THE SLAUGHTER-HOUSE CASES.

Happily for the country, the first case in which the construction and meaning of these amendments came before the Supreme Court was one in which Southern white men were seeking redress against one of those pernicious statutes, then common in the Southern States, by which those possessed of the State governments were making traffic and merchandise of their powers for the purpose of enriching themselves and their friends, namely, the Slaughter-House Cases, in 16 Wall. R. There was nothing in these cases to excite alarm or prejudice, so far as the colored race was concerned, and nothing to prevent a calm and careful consideration of the amendments. It is remarkable, too, that a Southern States' rights jurist, of unequaled powers and great purity of character, appeared before the court, pressing for a construction of the amendments, which, if adopted, would have been the fatal precedent upon which could have been built, and would have been built, a system of legislation which would have left, in the Southern States at least, no

other control over their internal affairs than it should please Congress to give them. It is remarkable, too, that this construction was concurred in by the two Democrats who then held seats on the Supreme bench, and that the narrower, yet the plainly true, construction of the Constitution was upheld by Republican judges only, and vindicated in an opinion of unsurpassed ability.

In this opinion the great judge who drew it up, referring to the tendency created by the war in favor of more enlarged powers of the Federal Government, thought it necessary to say:

> But however pervading this sentiment, and however it may have contributed to the adoption of the amendments, we do not see in those amendments any purpose to destroy the main features of the general system. Under the pressure of all the excited feeling growing out of the war, our statesmen have still believed that the existence of States, *with powers for domestic and local government, including the regulation of civil rights, the rights of person and property*, was essential to the perfect working of our complex form of government, though they have thought proper to impose additional limitations upon the States, and to confer additional powers on that of the nation.

The fourteenth amendment provides, among other things, that "no State shall make or enforce any *law* which shall abridge the privileges and immunities of the citizens of the United States." And the main effort in that case by the appellants was to bring within the scope of the Federal Government jurisdiction to protect citizens against the exercise by a State legislature of a power to grant to a corporation an unjust and odious monopoly of the business of slaughtering live stock for food, and of receiving at their landing all live stock shipped to the parishes in which the city of New Orleans is situated—a territory embracing 1,154 square miles. It was urged in their behalf that this law deprived over 1,000 persons of the right to follow their vocation as butchers—a right which they had as citizens of the United States.

The court, however, denied this claim, holding that there were two citizenships in our system—one of the United States, and one of the State in which a citizen of the United States resides; that these two citizenships pertain to all citizens of the United States, who were also residents of any State; that the rights, privileges, and immunities of such a person as a citizen of the United States were separate and distinct from his rights, privileges, and immunities as a citizen of a State; that protection of the former alone was committed to the Federal Government, and of the latter to the State Government; that each citizen of a State owed a double allegiance, namely, to the Federal Government, and to the State in which he resided; that he looked to the one for the security and protection of a part of these rights, and to the other for protection in all the others; that both governments were parts of a complete whole, and both necessary to the protection and security of the citizen in all his rights, privileges, and immunities.

The court then proceeds to enumerate the rights which pertain to a citizen in his character of citizen of the United States, and which we will here reproduce, so that by considering the actual examples a clearer insight may be had into their nature than could come from definition and description only.

RIGHTS OF CITIZENS OF THE UNITED STATES ENUMERATED.

They are as follows:

The right to come to the seat of Government to assert any claim he may have upon that Government, to transact any business he may have with it, to seek its protection, to share its offices, to engage in administering its functions.

T[illegible] free access to its seaports, through which all operations

of foreign commerce are conducted; to the subtreasuries, land offices, and courts of justice in the several States.

The right to demand the care and protection ef the Federal Government *over his life, liberty, and property when on the high seas or within the jurisdiction of a foreign Government.*

The right to peaceably assemble and petition (Congress) for a redress of grievances, and to the writ of habeas corpus.

The right to use the navigable waters of the United States however they may penetrate the territory of the several States.

All rights secured to citizens by treaties with foreign nations.

The right to become a citizen of a State by residing in it.

Then, proceeds the court,

There are rights which pertain to a citizen in his character of citizen of the United States, and are therefore subject to Federal jurisdiction and power, which grow out of prohibitions in the Constitution of the United States on State action; of such is the right to be absolved from all the consequences of bills of attainder, *ex post facto* laws, and laws impairing the obligation of contracts enacted by the States; and the right secured against prohibited State actions, as expressed in the three new amendments to the Constitution.

The court, on these principles, refused to give relief against the legislation of the State of Louisiana complained of.

EFFECT OF THE GREAT JUDGMENT IN THE SLAUGHTER-HOUSE CASE.

This great judgment was the first beacon light that flashed across the gloom and darkness of constitutional exposition produced by the events of the war. It recalled the great principles on which the Constitution was based, and pointed out the path of safety to be pursued. It is so clear in its argument, so convincing in its reasoning, that men wonder on reading it how they ever entertained any doubt about the true meaning of the Constitution as affected by the amendments.

POWER CONFERRED BY THE AMENDMENTS RELATES ONLY TO STATE ACTION.

This case was followed by others, in which the principles announced in the Slaughter-House Cases were followed to their logical conclusion in strict accord with the terms of these amendments. So far as the present argument is concerned it is only necessary to say that the power conferred on the Federal Government by these amendments was held to be the only power to enforce the prohibitions on State actions contained in them.

These amendments, so far as they relate to the questions now involved, consisted wholly of negations—prohibitions *always* on State action and *sometimes* on Federal action.

The language of the fourteenth amendment is:

No State shall make or enforce *any law* which shall abridge the privilege and immunities of citizens of the United States, nor shall any State deprive any person of life, liberty, or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.

And the fifteenth amendment ordains as follows:

The right of the citizens of the United States to vote shall not be denied or abridged *by the United States, or by any State on account* of race, color, or previous condition of servitude.

It is now firmly settled that these provisions are directed solely against State laws and State action, through persons or agents clothed with State authority. It is also settled that the power conferred on Congress to enforce these provisions is a power only to enforce the prohibition against State action. That the rights conferred on persons under them are not positive, original rights, but the right only to exemp-

tion from, and protection against, the prohibited State action. And the power of Congress to interfere in any case is purely a power of correction, a power to give redress against a prohibited State action, that the exercise, the actual exercise of efficient power by Congress, under the amendments, presupposes State action of the kind prohibited; and until there be such prohibited State action, the power of Congress is wholly dormant, and without such action really being taken, somewhere or at some time, the power of Congress would sleep forever.

In no case under these amendments, so far as the present controversy is concerned, can the power of Congress be made to reach, either for punishment or correction, or redress in any way, civil or criminal, the acts of private individuals. On this last point the controversy was long between a sectional majority in Congress and the Constitution, but in the end the Constitution triumphed fully, completely. It would be interesting to trace the progress of the decisions of the court from the first to the last case in evolving, as the facts of each case warranted, the true meaning of these amendments. To do this would detain us too long. But it is well here to quote some of the expressions of the judgments in these cases, showing truths of a fundamental character.

QUOTATIONS FROM THE SUPREME COURT.

UNITED STATES *v.* CRUIKSHANK.

Chief Justice Waite, in delivering the opinion of the Supreme Court in United States *v.* Cruikshank (92 U. S., p. 555), speaking of the provisions in the fourteenth amendment, prohibiting the States from denying to any persons within their jurisdiction "the equal protection of the laws," said:

> This provision does not, any more than the one which precedes it, and which we have just considered (namely, the provision prohibiting a State from depriving any person of life, liberty, or property, without due process of law), add anything to the rights which one citizen has under the Constitution against another. The equality of the rights of citizens is a principle of republicanism; every republican Government is in duty bound to protect its citizens in the enjoyment of this principle, *if within its power. That duty was originally assumed by the States, and it still remains there.* The only obligation resting upon the United States is to see that the States do not deny the right. The amendment (the fourteenth) guarantees this, but no more. The power of the National Government is limited to the enforcement of the guarantee.

And on this ground the Supreme Court in that case held that the United States had no power to punish a conspiracy to commit murder, or to falsely imprison a citizen, and none to punish false imprisonment or murder itself. This case was decided in 1875, and was the logical outcome of the principles announced in the Slaughter-House Cases, decided in 1872, and Bartemeyer *v.* Iowa, 18 Wallace, 130; Miner *v.* Happersett, 21 Wallace, 162; United States *v.* Reese, 92 U. S., also decided in 1875.

In the same line was the decision in Strauder *v.* West Virginia, decided in 1879.

VIRGINIA *v.* RIVES.

At the same term was decided Virginia *v.* Rives (100 U. S. R., 313), in which the Supreme Court remanded to the State court a criminal case which had been removed to the Federal court upon the ground that the subordinate State officers, in violation of the law of the State, had discriminated against the accused, who was a colored man, in declining to summon on the grand jury which indicted, and on the panel which was to try him, any person of his race. Justice Strong, speaking for the court, and quoting all the provisions of the first section of the

fourteenth Amendment (except the first clause, which defined citizenship), said:

> They all have reference to State action *exclusively*, and not to any action of private individuals. It is the *State* which is prohibited from denying to any person under its jurisdiction the equal protection of the laws, and hence the statute above referred to (sections 1777 and 1778 of the Revised Statutes) are intended for protection against State infringement of those rights.

EX PARTE VIRGINIA AND NEAL *v.* DELAWARE.

At the same term of the court was decided the case of *Ex parte* Virginia (100 U. S.). In this case the Supreme Court affirmed the constitutionality of an act of Congress punishing a subordinate State officer, acting as such, and exercising a State power, conferred on him by State laws, for denying to a colored man the equal protection of the laws, but the court reaffirmed, in the most explicit language, the doctrine, that the first section of the fourteenth amendment referred alone to State action. On this point the court repeated:

> The prohibitions of the fourteenth amendment are directed to the States, and they are to a degree restrictions on *State* power. It is these (restrictions on State power) which Congress is authorized to enforce, and to enforce against State action.

The court further held that this power of Congress to enforce the prohibitions and restrictions on State action extended to all kinds of State action, "however put forth, whether that action be executive, legislative, or judicial," and therefore it was in the power of Congress to punish State ministerial officers who, clothed with State power, exercise that *power* in violation of these prohibitions on State action. On this point the court used this language:

> "Whoever, *by virtue of public position under a State government*, deprives another of life, liberty, or property, without due process of law, or denies or takes away the equal protection of the laws, violates the constitutional inhibitions, and as he acts in the name *of and for the State*, and is clothed with the State's power, his act is that of the State.

Neal *v.* Delaware, 103 U. S., 370, decided in 1880, follows in the same line.

Up to this point it seems clear enough, in fact, beyond controversy, that the power conferred on Congress by the amendments did not extend to dealing with private persons for their individual acts, in contravention of the rights which followed from the prohibitions in the amendments. But so tenacious is usurped power of its unjust and unconstitutional prerogatives; so strong the sentiment that power comes from supposed or assumed moral duties, and not duties from power granted by the Constitution; so long had the Southern States suffered without successful resistance, from unconstitutional dominance in their domestic and internal affairs, reserved to them by the Constitution, that the devilish spirit of intermeddling would not down at these repeated decisions of the Supreme Court. This spirit takes possession of even men of good intentions, if they have associated with it an intense egoism and strong convictions of their own superior personal purity and wisdom, and a distrust of the virtue and capacity of others, and it arrogates to itself the guardianship and control of the world. So it became necessary for the Supreme Court to make another decision, reaffirming again and enforcing the true principles of the Constitution, as they had been announced in their former judgments.

UNITED STATES *v.* HARRIS.

In 1882 the case of United States *v.* Harris, 106 U. S., p. 629, was decided. That case was an indictment under section 5519, Revised Statutes, which was in the following words:

> If two or more in any State or Territory conspire, and go in disguise upon the highways or on the premises of another, for the purpose of depriving, either directly

or indirectly, any person or class of persons of the equal protection of the laws or of equal privileges and immunities under the laws, or for the purpose of preventing or hindering the constituted authorities of any State or Territory from giving to all persons within such State or Territory the equal protection of the laws, each of said persons shall be punished by a fine, and so forth.

The indictment charged certain private citizens of Tennessee with taking certain other citizens of the State from the custody of the sheriff who held them for trial on a criminal charge, and with beating, wounding and maltreating them, and killing one of them, and thereby depriving them of an equal protection of the laws of the State. The supreme court, as if wearied by the compulsory reiteration of principles already well settled, delivered a very elaborate and learned opinion, drawn up by Justice Woods, and again confirmed the true construction of the Constitution already fixed by the preceding cases. The court deemed it necessary again to enforce the old maxim of constitutional construction, by quoting from Judge Story that which, up to the war, had never been doubted as a fundamental canon of constitutional law, thus:

Whenever, therefore, a question concerning the constitutionality of a particular power arises, the first question is, whether the power be expressed in the Constitution? If it be, the question is decided. If it be not expressed, the next inquiry would be whether it be properly incident to an express power and necessary to its execution, &c. (Story on the Constitution, sec. 1243.)

The court then, proceeding on this canon of construction, quote and discuss all the various provisions of the Constitution on which this legislation (section 5510) and the indictment founded on it could possibly have been based, namely, the thirteenth, fourteenth, and fifteenth amendments, and section 2, Article 4, which we have before noticed as guaranteeing to the citizens of the several States the privileges of citizens in each State, and find that none of them is a warrant for this legislation. Referring to the first section of the fourteenth amendment (hereinbefore noted as containing the prohibitions to the States), and to the fifth (giving power to Congress to enforce them), the learned judge quotes from the Slaughter-House Cases as follows:

If the States do not conform their laws to its requirements (of fourteenth amendment) then by the fifth section of the article of amendment, Congress was authorized to enforce it by suitable legislation.

And he quotes and adopts the following expressive language of Mr. Justice Bradley in the Cruikshank Case when it was tried in the circuit court (1 Woods, 308):

It (the fourteenth amendment) is a guarantee against the acts of the State government itself. It is a guarantee against the exercise of arbitrary and unconstitutional power on the part of the government and legislation of the State, not a guarantee against the commission of individual offenses; and the power of Congress, whether express or implied, to legislate for the enforcement of such a guarantee, does not extend to the passage of laws for the *supression of crime within the States.* The enforcement of the guarantee does not require or authorize Congress to perform the duty that the guarantee itself supposes it to be the duty of the State to perform.

And, quoting from the same case when in the Supreme Court, he again announced the doctrine that "the obligation resting upon the United States is to see that the *States* do not deny the right. This the amendment guarantees, and *no more.* The power of the National Government *is limited to this guarantee.*" And he also repeated what was said in Virginia *v.* Rives, "that these provisions of the fourteenth amendment had reference to State action *exclusively.*"

And having shown that the fourteenth amendment did not warrant the legislation, the court continues, in the following unanswerable argument, to show that these amendments and the rights secured by them cannot [illegible] ted by private persons, and hence Congressional action

ful acts of an individual unsupported by any State authority is simply a personal wrong, or a crime of that individual, an invasion of the rights of the injured party, it is true, whether they affect his person, his property, or his reputation; but if not sanctioned in some way by the State, or not done under State authority, his rights remain in full force, and may presumably be vindicated by a resort to the laws of the State for redress. An individual cannot deprive a man of his right to vote, to hold property, to buy or sell, to sue in the courts, to be a witness or a juror; he may by force or fraud interfere with the right in a particular case; he may commit an assault against the person or commit murder, or use ruffian violence at the polls, or slander the good name of a fellow-citizen; but unless protected in these wrongful acts by some shield of State law or State authority, he cannot destroy or injure the right; he will only render himself amenable to satisfaction or punishment, and amenable therefor to the laws of the State where the wrongful acts are committed.

When the Constitution seeks to protect rights against the discriminative and unjust laws of a State by prohibiting such laws, it is not individual offenses but abrogation and denial of rights which it denounces and for which it clothes Congress with power to provide a remedy. The abrogation or denial of rights for which the States alone were, or could be responsible, was the *great seminal and fundamental wrong which was intended to be remedied;* and the remedy to be provided must be predicated upon that wrong. It must assume that in the cases provided for, the evil of the wrong actually committed rests upon State law or State authority for its exercise or perpetration.

COMMENTS ON THESE CASES.

This closes what we have to say on the subject of judicial exposition by the Supreme Court of the powers of Congress, so far as they relate to the subject-matter of this bill. These cases prove beyond controversy that Congress has no direct power or jurisdiction over the main points in the bill. Congress can pass no law upon the subjects of personal conflicts between private individuals of different races and personal wrongs perpetrated by one on the other; or between persons of different political parties; or wrongs done by one party man on another because of opinions which the injured party may entertain or express. We suppose this much is conceded by the authors of the bill, or else they would have provided directly for the redress of the wrongs and the punishment of the offenders.

The authors of this bill have not been backward in asserting power in Congress over subjects cognate to those mentioned in this bill. Independent of any support which they may have given to the many acts of Congress which may have been decided unconstitutional by the Supreme Court in the cases we have referred to (and about which we have made no inquiry and therefore make no assertion), they have introduced bills in this body, contemporaneously with the decisions in the "Civil Rights cases," which contained assertions of the extremest power over these subjects. One of these, introduced by the learned chairman of the Judiciary Committee (the Senator from Vermont) on the 4th of December, 1883, and reported back from the committee by the Senator from Massachusetts (Mr. Hoar) on July 20, 1884, indicates no want of faith in the unlimited power of Congress to legislate wherever colored people are concerned; yet this bill was never called up for action, and now sleeps the sleep of death. Whether it was abandoned from a change in the views of its authors as to its constitutionality or not, we are unable to say.

Certainly it was a very extraordinary bill in all its provisions. Its main object was to withdraw from the consideration of the State courts all cases in which was litigated any right for the settlement of which it was necessary to pass upon the race or color or previous condition of servitude of any person whatever. It further contained the degrading provision that authorized a citizen of the State in which the court sat to stop a trial in which he was a party, and, of his own mere will, to remove it to a Federal court if he should be dissatisfied with a decision of any point made against him. A power so degrading to a court was

never allowed in a free country to a mere suitor. Long years ago in England the writ of prohibition issuing from a superior court to an inferior was sometimes delivered to the inferior court during the trial, though it was always issued before; and by this proceeding a trial already commenced was stopped and removed to another court. But this was condemned by the English Parliament in the reign of Elizabeth, three hundred years ago, and driven in disgrace from practice, and has so remained ever since.

It was left to the bill to which we have already referred to make the attempt for the first time to introduce the practice here, with the superadded wrong of leaving it to the discretion of a party in court to menace and insult the judge by an immediate removal of the case if he should dare to decide a question against him.

BILL UNCONSTITUTIONAL FOR A MERE INQUEST.

It is no defense to the constitutionality of this bill that it assumes no jurisdiction, no power over persons to punish or restrain them; but simply directs the court to make an inquest or inquisition concerning crimes committed in a State, and whose trial and punishment are solely in that jurisdiction. The question for our decision is, have we the power to pass the bill; not whether the bill proposes nothing of effective force; not whether it be a mere impotent abortion, neither securing rights nor preventing wrongs.

It is no excuse in a constitutional point of view, even if it be true, that the bill does not invade *effectively* the domain of the reserved rights of the States, or is wholly innocuous from mere impotency and want of vigor. We must look to the Constitution for the power. It is certain the power to pass this bill is not among the express powers of the Constitution. No one pretends that. If it be claimed as an incidental power, then its advocates must point out the express power or powers for carrying out which this bill is necessary and proper or appropriate. This cannot be done. We challenge them to do this. Besides, mere impotency—mere inutility—condemns it as an incidental power, for only implied powers are granted by the Constitution, which are useful and effective, or, in constitutional language, "necessary and proper for *carrying into execution*" the powers expressly granted. So if it be ineffective and useless, for that reason alone it is unconstitutional. But conceding it to have force, as it has, the inquisition proposed in it, so far as it relates to injuries by private individuals, to persons and property (and that is the whole of it), is an inquisition into the conduct of persons, into crimes and offenses exclusively within the jurisdiction of the State. Whatever may be the information obtained by it, however calumnious and unjust to private citizens, to whom it gives no opportunity of defense, it cannot be made the basis of Federal action in the matters which constitute its soul and spirit.

POWER TO INQUIRE LIMITED BY THE JURISDICTION OVER THE SUBJECT.

It was settled at an early day by the action of no less an authority than that of George Washington, that the jurisdiction of the legislative branch of the Government to make official inquiry, under the sanction and force of law, was limited by its power to act on the subject-matter concerning which the inquiry was made. The Senate will remember that on March 12 last the Senator from West Virginia, in the debate on the relations between the President and this body, produced a message [illegible] orge Washington, in which he declined to furnish certain

information at the request of the House of Representatives upon the express ground that the House had no power over the subject to which the information related. In that message General Washington stated the grounds of his refusal in these words:

As, therefore, it is perfectly clear to my [his] understanding that the assent of the House of Representatives is not necessary to the validity of a treaty, and as the treaty with Great Britain exhibits in itself all the objects requiring legislative provision, and on these the papers called for throw no light, and as it is essential to the administration of the Government that the boundaries fixed by the Constitution between the different departments should be preserved—

And is it not equally as important that the boundaries fixed by the Constitution between the Federal and State governments should be preserved? But we proceed with the quotation—

a just regard to the Constitution and to the duties of my office, under all the circumstances of this case, forbid a compliance with your request.

What the Constitution forbids to be answered, it equally forbids to be asked; what it forbids to be asked, it forbids shall be obtained by force and through irresponsible power.

THE BILL IS NOT IMPOTENT AND HARMLESS.

But the bill is not even entitled to the defense of being entirely impotent and harmless. Impotent it is for all the purposes of good and orderly government, but it has extraordinary vigor for evil. It establishes an unwarranted Federal espionage over matters confided exclusively to the jurisdiction of the States; it invites and encourages irresponsible and discontented persons to subject the conduct of their neighbors, their fellow-citizens, to an investigation and scrutiny by a tribunal before which these persons, thus slandered, thus maliciously accused, have no opportunity of appearing, either by themselves or counsel, or of summoning witnesses, or cross-examining those who speak against them. It is true the tribunal has no power to render judgment against them which will affect their lives, their liberty, or their property, but it has the power in an *ex parte*, inquisitorial way, of giving official form and body and substance to accusations which there has been no opportunity to meet, to destroy character and to blacken the names of citizens who are not heard in their own defense; to stamp as genuine and true slanders and libels; to give currency to blackguardism and perjury. It is true it accomplishes nothing in the way of enactments against personal rights, but, like a thief, it stealthily surveys the ground of future operations, with the view of taking advantage of a more favorable opportunity for outrage and wrong.

Considering the tendency of this bill, its usurpation of a jurisdiction over private and personal rights, reserved to the States for their security and protection; considering also its capacity as a vehicle of calumny and slander, and its tendency to destroy the respect and confidence of the people in constitutional guarantees and official justice, it may be well to denounce it as no common or insignificant violation of the Constitution.

It destroys the whole scheme of the Constitution; it does not enter the vestibule merely and deface or destroy some slight ornament, but it saps and undermines the foundations of the temple itself.

THE BILL UNCONSTITUTIONAL IN ITS MEANS AS WELL AS IN ITS ENDS.

But the bill is still further objectionable, in that it seeks to attain *unconstitutional ends* by *unconstitutional means*. It was probably fit that

this work of espionage, this inquisition into the conduct of persons over whom we have no jurisdiction, this usurped function to try citizens in their absence, to condemn without hearing, to circulate and give support to slander and calumny, should be prosecuted by a perversion to the work of injustice and wrong of the powers of that department which was more especially dedicated by the Constitution to the administration of right and justice. It would be a terrible but just retribution for our infidelity to the Constitution, that if that great charter, for mere party advantage, is to be destroyed, the rights of the States subverted, the rights of citizens to be trodden down, that the instrument selected for these wicked ends should be that especial organism in our system to whose virtue and intelligence were committed the protection and preservation of all these which this bill appoints it to destroy.

THE POWER CONFERRED ON THE COURTS IS NOT JUDICIAL.

The power committed by this bill to the circuit courts is not a judicial power of the United States, *and none but judicial power can be vested in a court of the United States.*

The Constitution declares that—

> The judicial power of the United States shall be vested in one Supreme Court, and in such inferior courts as the Congress may from time to time ordain and establish.

The Constitution in another place authorizes Congress to confer the power of appointing certain inferior officers on the courts of the United States. Beyond this there is no power to confer on any court of the United States any power but judicial power, nor any judicial power but judicial power of the United States. That power is defined in the Constitution itself, and, so far as it can have any possible relation to this bill, is embraced in the following words:

> The judicial power shall extend to all cases, in law and equity, arising under this Constitution, the laws of the United States, and treaties made, or which shall be made, under their authority.

It must be noted that the language used is "cases," not "questions," arising under the Constitution and laws of the United States. The distinction between "questions" and "cases" is important and well settled. The jurisdiction is in "cases." A case arises only when some question respecting the Constitution and laws "shall assume such form that the judicial power is capable of acting on it. That power is capable of acting only when the subject is submitted to it *by a party who asserts his rights* in the form prescribed by law," said Chief Justice Marshall in Osborn *v.* United States Bank, 9 Wheat., p. 819.

The same great judge in his argument in the Jonathan Robbins case in the House of Representatives in March, 1880, made this matter still more plain. Referring to certain resolutions then before the House, in which it was declared that the judicial power extended to all "questions" arising under the Constitution and laws and treaties, he called attention to the fact that the Constitution used the word "cases," not "questions," and he then said:

> The difference between the Constitution and the resolutions was material and apparent. A "case in law or equity" was a term well understood and of limited signification; it was a controversy between parties which had taken a shape for judicial decision. * * * By extending this judicial power to all cases in law and equity the Constitution had never been understood to confer on that department any political power whatever. To come under this exception a question must assume a form for forensic litigation and judicial decision. There must be parties to come into court who can be reached by its process and bound by its powers; whose rights admit of ultimate decision by a tribunal to which they are bound to submit. (See A[illegible] [illegible]th Congress, p. 606.)

It is clear that this bill is unconstitutional, for not only is there no "case" in which a court can act, but there is not even a "question" arising under the Constitution, or any law or treaty of the United States. The questions are such only as a party majority may ask, and they concern only the conduct of parties which may be supposed to violate some laws of a State, over which the Federal Government has no jurisdiction whatever. Not only does the jurisdiction fail, because there is no case before the court of any kind arising out of a Federal or State law, but because the power conferred by the bill on the circuit courts is not of itself judicial in any sense whatever. Keeping in mind what has already been quoted from Chief Justice Marshall, let us consider some authorities which treat of judicial power, in its essence and nature, whenever and wherever it is exerted.

In Shultz *v.* McPheters (79 Ind. R., p. 378), the supreme court of that State say:

> It is the inherent authority not only to decide, but to make *binding orders and judgments*, which constitutes judicial power.

And the supreme court of Michigan, in Underwood *v.* McDuffie (15 Michigan R., 368), said:

> The judicial power, even when used in the widest and least accurate sense, involves the power to hear and determine the matters to be disposed of; and this can only be done by some order or judgment *which needs no additional sanction to entitle it to be enforced.*

And the court proceeds to condemn *in totidem verbis* the things which this bill authorizes and requires to be done. Say the court:

> No action, which is merely preparatory to an order or judgment to be rendered by some other body, can be properly termed judicial.

A learned commentator on the Constitution, discussing this subject, says:

> In order to make a case for judicial action, there must be parties to come into court, who can be reached by its process and bound by its powers—parties whose rights admit *of ultimate decision by a tribunal to which they are bound to submit; and also that the question to be acted on should be capable of final determination in the judicial department of the Government, without revision or control of either the Executive or Legislature.* (Curtis's Com., p. 96.)

And another learned commentator says:

> The kind of authority that is judicial in its nature relates to and acts on rights of person and property not created by this authority, but under existing law. This authority, "in specific controversies" between parties, determines these rights as they exist, and does so at the instance of a party. These qualities distinguish judicial power from what is simply executive or legislative." (Spear on Const., p. 3.)

Tested by these rules, there can be no doubt that the power attempted to be conferred by this bill on the circuit courts is not of the kind which they are authorized to receive, namely, judicial power. This bill provides only for the summoning of witnesses at the instance of persons claiming no rights and seeking redress for no wrongs, and then for examining them concerning the circumstances of an alleged homicide or serious injury to person or property consummated or threatened.

There is no controversy before the court for its determination; there are no parties over whom it has power, or who, on the one hand, ask for a recovery of rights, or who, on the other, deny or contest rights demanded against them. The court hears nothing, deliberates on nothing, determines nothing; it renders no judgment, it restores or redresses no right and remedies no wrong. The court only hears evidence concerning a matter over which it has no jurisdiction and reports to another

department its conclusions as to facts about which the court itself has no right to form a judgment. The sole power of the court is to report to the President its opinion as to the existence of certain facts which it is alleged are criminal by the laws of the State in which they transpired. The sole function of the court is to act as a detective for the Executive, to enter into a sovereign State to inquire into the conduct of its citizens, and to gather from common informers, in some instances, their impressions or beliefs, but in others their calumnies and slanders. These witnesses are not to be confronted by the persons whom they accuse, nor to be cross-examined to test either their accuracy or their sincerity.

That is all of it.

ONLY JUDICIAL POWER CAN BE CONFERRED ON COURTS OF UNITED STATES.

It is not a new or doubtful question as to the power of Congress to confer on any of the constitutional courts of the United States—the Supreme Court, the circuit court, or the district court—any authority or function not judicial. The question arose early during the administration of General Washington, under an act of Congress authorizing the circuit courts to inquire into the justice of certain claims for pensions. All the Supreme judges acting on the circuit (except Mr. Justice Johnson, and as to him there is no information) held the act unconstitutional upon the ground that the power was not judicial, inasmuch as the adjudication was not to be final, but was to be reported to the Secretary of the Treasury. Some of the judges, however, concluded they would—acting as commissioners and not as judges in court—perform the duty assigned to them under the act. Congress and the President being informed of the opinion of the judges, the act was repealed, saving in the repeal, however, all rights to pensions founded on "any legal adjudication."

A case, during the next year, came up in the Supreme Court, in which the validity of an adjudication made by the judges, as commissioners, was the only point involved, and that court unanimously held that the act conferring the power on the circuit courts was unconstitutional, and that, as the power was conferred on the courts, it could not be exercised by the judges as commissioners. (See Hayburn's case, 2 Dall.)

In the bill before us, it must be noticed that the power is conferred on the circuit court, not on the circuit judge. This was done *ex industria* by the Judiciary Committee, for the bill as originally introduced conferred the power on the judge, and by the Judiciary Committee it was amended as it now appears. The change was made for the purpose, as it was stated, of having a court rather than a mere judge, so that the laws empowering courts to use compulsory process for the attendance of witnesses and punishing them for contumacy might apply.

But if the bill should be amended so as to stand as it originally was, to give this power to the judge acting as a commissioner merely, it would still be liable to the objection of being unconstitutional, notwithstanding the judge might himself waive his objections and consent to act. In that case the bill would mean that every judge of a circuit court in the United States should be thereby appointed a commissioner to discharge the duties mentioned in the act. This would be an appointment to office by Congress, and not, as the Constitution requires, by the President by and with the advice and consent of the Senate. This view received the express sanction of the Supreme Court in United States *v.* Fer[illegible]ward, 40).

In that case Chief Justice Taney, in a very able and learned opinion, reviewed this whole subject. A law of Congress had committed to the district judge for the district of Florida the power and duty of examining certain claims against the United States for losses sustained by certain Spanish citizens. This law was passed in pursuance of a treaty with Spain. That judge, after examining the witnesses for and against each claim, was required to make his decision and report it to the Secretary of the Treasury, who, on being satisfied that the claim was right and just, was to pay it. On an appeal from a decision so made by the judge, the Supreme Court of the United States held that the power granted was not judicial, it being not final, the award of the judge being subject to revision by the Secretary of the Treasury. The court, speaking of the powers conferred by the act on the district judge and the Secretary of the Treasury, said:

They are, it is true, judicial in their nature. For judgment and discretion must be exercised by both of them, but it is nothing more than the power ordinarily given by law to a commissioner appointed to examine claims to land or money under a treaty, or special powers to inquire into or decide any other particular class of controversies in which the public or individuals may be concerned. A power of this description may constitutionally be conferred on a secretary as well as on a commissioner. But it is not judicial in either case, in the sense in which judicial power is granted by the Constitution to the courts of the United States.

And having reached the conclusion that the court, as a court, had no constitutional power under the act, the Supreme Court proceeded to consider the question, whether the power could be exercised by the judge, as a commissioner, without additional appointment to that particular office by the President, by and with the advice and consent of the Senate, and on this point the court said:

The duties to be performed are entirely alien to the legitimate functions of a judge or court of justice, and have no analogy to the general or special powers ordinarily and legally conferred on judges or courts to secure the due administration of the laws. And [continues the Supreme Court] if they [the district judges acting as commissioners] are to be regarded as officers, holding offices under the Government, the power of appointment is in the President, by and with the advice and consent of the Senate, and Congress could not by law designate the persons to fill these offices.

This case is absolutely conclusive, and settles beyond controversy that the bill is wholly unconstitutional, when considered in its aspect of the machinery selected for making this inquest. In Ferreira's case the powers conferred were considered as in their nature judicial, but yet not judicial in the sense of the Constitution. They were powers to determine, to adjust; but because the judgment was not final, but depended for its force on the action of another department, though there were parties before the judge, and there was a real case, a real controversy between them, and in the proper shape for forensic and judicial action, yet for the reason stated—the want of finality—the power was held not judicial and incapable of being conferred on a court. The powers here in this bill are not even in their nature judicial; it is a mere power to inquire, without the power to make a decision or render any judgment, final or otherwise; a power simply to inquire and report to another department.

The principles of this case are fully settled in our jurisprudence, and have been since the year 1792, when Hayburn's case was decided. There is no break in the continuity of the opinions of the Supreme Court sustaining this view. It received the sanction of the Supreme Court in Gordon *v.* United States, 2 Wall. No opinion was delivered in that case, but one was drawn up by Chief Justice Taney before his death, and is published as an appendix to volume 117, United States Reports.

We call the attention of the Senate to it as the last great work of that great man. It will add to his fame by the soundness and force of its reasoning, and by its unanswerable exposition of the true position of the United States courts in our system.

With this, we submit the constitutional questions involved in this bill to the judgment of the Senate, in the confidence that it has been shown, both on reason and authority, that the bill, if enacted, would be a serious infraction of the Constitution, and mischievous and unjust in its enforcement.

J. L. PUGH.
RICH'D COKE.
GEO. G. VEST.
J. Z. GEORGE.

A BILL to provide for inquests under national authority.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever any three citizens of the United States shall, under oath, present to any judge of a circuit court, either in term-time or vacation, their petition setting forth that within the circuit for which such judge has jurisdiction, and within the State of which the petitioners are residents, any person has been killed, or has sustained serious bodily injury, or serious injury in his estate, or been threatened with injury in person or estate, because of the race or color of such person so killed, injured, or threatened, or because of any political opinion which such person so killed, injured, or threatened may have held in regard to matters affecting the general welfare of the United States, or with design to prevent such person so killed, injured, or threatened, or others, from expressing freely such opinion, or from voting as he or they may see fit at any election of officers whose election is required or provided for by the Constitution or laws of the United States, or to influence or affect the votes of such persons or others at such elections, it shall be the duty of such judge, as soon as may be, to open a special session of such circuit court at such place within said circuit as he may appoint, and the duty of such court to hold an inquest into the circumstances of such killing, injury, or threatening, and to cause to be summoned and examined all such witnesses as the court may think proper.

SEC. 2. That said judge shall forthwith report the evidence by him taken, and his conclusions of fact thereon, to the President of the United States, to be by him laid before Congress.

SEC. 3. That the judge may require any district attorney of the United States within his circuit to attend such inquest, and to aid in preparing for and conducting the same, or he may, in his discretion, appoint any other counselor-at-law to prepare and conduct such inquest.

SEC. 4. That the expenses of such inquest shall be certified by the judge to the Department of Justice, and paid out of the appropriation made for the expenses of the courts of the United States.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1957.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 25, 1887.—Ordered to be printed.

Mr. HAMPTON, from the Committee on Military Affairs, submitted the following

REPORT:

[To accompany bill S. 3255.]

The Committee on Military Affairs, to whom was referred the bill (S. 3255) "to construct a road from the city of Staunton to the national cemetery in the county of Augusta, in the State of Virginia," have considered the same, and they beg leave to report the bill back to the Senate amended, recommending its passage.

The bill provides for an appropriation of ten thousand dollars for the construction of this road, but, as will be seen by the accompanying papers from the War Department, the Secretary of War and the Quartermaster-General do not regard this amount as sufficient for the object contemplated. They recommend that the sum be increased to eleven thousand dollars, and in accordance with this recommendation the committee have amended the bill by striking out the word "ten" in the third line and substituting the word "eleven."

WAR DEPARTMENT,
Washington City, February 21, 1887.

SIR: I have the honor to acknowledge the receipt of a letter of the 17th instant from the clerk of your committee, inclosing for the views of the Department Senate bill No. 3255, Forty-ninth Congress, second session, to construct a road from the city of Staunton to the national cemetery in the county of Augusta, in the State of Virginia, and appropriating $10,000 for the purpose.

In reply, I beg to inclose a communication of the 18th instant from the Quartermaster-General upon the subject, together with a copy of a report (with tracing) by W. H. Owen, a civil engineer of the Quartermaster's Department, containing detailed estimates for the construction of the proposed road.

The Quartermaster-General states that the route in question is the best to the cemetery and the cheapest to build, but that to insure a good and stable road-bed an expenditure of $11,000 will be necessary; and he recommends that, with the substitution of this amount in the bill, the same receive the favorable consideration of your committee.

I concur in the recommendation of the Quartermaster-General.

The bill is herewith returned as requested.

Very respectfully, your obedient servant,

WM. C. ENDICOTT,
Secretary of War.

The ACTING CHAIRMAN COMMITTEE ON MILITARY AFFAIRS,
United States Senate.

WAR DEPARTMENT, QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., February 18, 1887.

SIR: I have the honor to return herewith the bill (S. 3255) to construct a road from the city of Staunton, Va., to the national cemetery near that place, referred by Senate Committee on Military Affairs for the views of the War Department, and to submit the following report thereon:

The national cemetery is situated about a mile and a quarter east of the courthouse [illegible], and the approach to it is by means of a dirt road, 50 feet wide,

lying mostly on the north side of a hill known as the Waynesborough and Richmond road. Part of it, namely, from the city proper to its intersection with the Baltimore and Ohio Railroad, has been macadamized, leaving only a distance of 5,000 feet to be improved. This is the best route to the cemetery, and it is the cheapest to build.

The Senate bill calls for a macadamized road and appropriates $10,000 for its construction. By reference to the report of the civil engineer of this Department, a copy of which is inclosed, it will be seen that macadam roads in that section are built of hard gray limestone, and that to insure a good and stable road-bed it is necessary to lay the macadam to a depth of 18 inches.

To build this 5,000 feet of road would require 4,000 cubic yards of macadam, which prepared and put in place would cost $10,000, leaving nothing for excavation, drainage, engineering, &c. These would increase the cost at least $1,000 more.

It will be necessary, therefore, to increase the appropriation to $11,000, or to build an inferior road. With this change in the bill, I would urge that you recommend it to the favorable consideration of the committee.

Very respectfully, your obedient servant,

S. B. HOLABIRD,
Quartermaster-General, U. S. Army.

The SECRETARY OF WAR.

WASHINGTON, D. C., *February* 7, 1887.

COLONEL: I have the honor to report as follows in relation to the macadam road from the city of Staunton, Va., to the national cemetery near that place, as proposed in Senate bill 3255, second session Forty-ninth Congress.

The best route is by the present road, called the Waynesborough or Richmond road. The distance from the Baltimore and Ohio Railroad, near passenger station, to which point there is already a macadamized street or road from the city proper to the east line of the cemetery, is, by scale on a correct map, 5,000 feet.

The Waynesborough road is a dirt road, three rods or about 50 feet wide. It lies mostly on the north side of a hill called "Betsybell," and is a fairly good road at all seasons, the bed rock coming close to the surface, except for three or four hundred feet in the valley of Lewis Creek and at two other places where the road dips into hollows. The surface is undulating, but the grades are nowhere steep. Being on a hillside mostly, the drainage is good.

One small stream, a branch of Lewis Creek, is crossed on a good wood bridge supported by stone abutments; elsewhere in two places open paved gutters across the road will suffice to drain the inside ditches.

Macadam roads in that country are made of hard gray limestone, which is found in abundance along the line of this road, broken to pass through a 2-inch ring.

To insure a good and stable road-bed they use 18 inches in thickness of the metal, but they make the macadam only 16 feet wide on top, 19 feet at bottom. In course of time it wears down at the sides so as to be thinner and to make a wide road-bed. But it is usual, after the road is built, and wears down in the center, to rake in the metal from the sides to the center. Such a road requires more or less work every year to keep it in proper repair.

Calling the length of macadam road to be built 5,000 feet, I estimate the cost as follows:

1,000 cubic yards earth excavation, at 25 cents	$250
100 cubic yards rock excavation, at $1.50	150
4,000 cubic yards macadam in place, at $2.50	10,000
Drainage	300
Engineering and contingencies	300
Total	11,000

The above is upon the basis of a road-bed of an average width of 17 feet, a depth of 18 inches at center and 12 inches at sides.

The prices were given me by an experienced civil engineer of Staunton, Maj. J. D. Hotchkiss. If the road-bed be made 16 feet wide, with 12 inches thickness of metal, it could be built for $10,000, but it would not be a first-class road.

I submit a rough sketch, showing proposed road in red.

Very respectfully, your obedient servant,

W. H. OWEN,
Civil Engineer, Quartermaster's Department.

Lieut. Col. R. N. BATCHELDER,
Deputy Quartermaster-General, United States Army.

O

PROPOSED MACADAM ROAD

from

STAUNTON, VA.

to the

NATIONAL CEMETERY

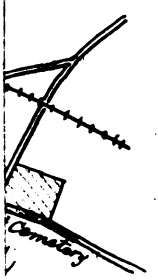
Office of National Cemeteries

Washington, D.C.

Feb 7th 1887

1/4 1/2 3/4 1

Scale of miles



THE AMERICAN GRAPHIC CO., N.Y.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1958.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 25, 1887.—Ordered to be printed.

Mr. FRYE, from the Committee on Commerce, submitted the following

REPORT:

[To accompany bill S. 3183.]

The Committee on Commerce, to which was referred the bill (S. 3183) to amend the act of Congress approved June 16, 1886, which authorized the construction of a bridge across the Staten Island Sound, known as Arthur Kill, and to establish the same as a post road, begs leave to report as follows:

The committee considered the subject presented by the act which the proposed bill is intended to amend in Report No. 166, made to the Senate at the first session of the Forty-ninth Congress.

It is not necessary that it should now repeat any portion of that report. It will suffice to state succinctly the history of the act of Congress of June 16, 1886, and the plain existing reasons why that act ought not to be amended in the manner proposed.

It has been shown during the controversy over the proposed bridge that the Baltimore and Ohio Railroad Company controls about 3,000 miles of railway. Its lines serve as means of intercourse and commerce between Middle, Northern, Northeastern, Northwestern, and Southwestern States. It had in 1884 a right of access, by means of affiliated lines, to the waters opening into New York Bay. It sought a mode of access, by a line under its own control, to a terminus near to the harbor and port of New York.

The city of New York is the great distributing center of the foreign and internal commerce of the United States. It was right and proper that a railway system of such magnitude should possess the means of conveying its freight to a point on deep water in or near the harbor of New York, upon a line under its own control. Its freight could be easily and cheaply handled at such a terminus, whether intended for shipment to foreign or domestic ports, and its passenger travel could be easily transferred from thence to the city of New York.

No place could then or now be found as convenient and accessible for the purposes of a great railway terminus as the northern and eastern shores of Staten Island. A route, crossing by ferry from the place now known as Perth Amboy to the opposite southeast end of Staten Island, and leading thence, northwesterly, across the island to a ferry, about midway on the eastern side of the island, which made a connection with Long Island, and thence, by road, to a point opposite New York, supplied in 1763, according to a map of that date, since republished in Valentine's New York Manual for 1860, one of the shortest routes to

New York from the more southern colonies. The water route from the north shore of Staten Island to New York is, of course, shorter. The depth of water on the northern and eastern shores of the island is so great that the largest ships can be loaded or unloaded at piers constructed upon such shores within the duly-established bulkhead line; and the northernmost point of Staten Island is only 5 miles distant from the Battery in New York, the terminal station of the existing elevated-railway lines.

Staten Island could not be reached from the New Jersey shore without bridging the Arthur Kill, which is a navigable stream dividing the island from East New Jersey. The railroad companies interested, therefore, endeavored in 1884 to obtain from Congress, which had the power to grant the needed authority, the right to construct the necessary bridge across this dividing water-way.

The Senate bill then submitted was known as bill 1447 of the session last referred to. It prescribed the main features of the proposed bridge, following, in this respect, the sound precedents of earlier Congressional legislation. (See act of May 14, 1830, providing for the alteration of the bridge across the Potomac River between Washington and Alexandria, 4 U. S. Stat., 402.) The plan which it proposed was fully approved by the Government engineer officer to whom it was referred, by General Newton, the Chief of Engineers, and by Mr. Lincoln, the Secretary of War.

The bill thus approved was not acted upon by Congress. It was subsequently introduced into the Forty-ninth Congress. It was known as Senate bill 121 of the first session of that Congress.

That bill was considered, as is known to the Senate, with the utmost care by the Committee on Commerce, and ample opportunity was given to all interested parties to object to its provisions. It was finally reported with such amendments as were, in the judgment of the committee, sufficient to remove all cause of opposition to the construction of the proposed bridge.

The bill thus amended was considered by the Senate. Every possible objection which could be made to its provisions was fully debated. The Senate, while anxious to promote the general welfare by opening a new avenue for commerce with the city of New York, guarded all interests carefully by providing by an amendment that—

> If the Secretary of War shall at any time deem any change or alteration necessary in the said bridge, so that the same shall not obstruct navigation, or if he shall think the removal of the whole structure necessary, the alteration so required, or the removal of the whole structure shall be made at the expense of the parties owning said bridge, and if said bridge shall not be finished within two years from the passage of this act, the right and privileges hereby granted shall determine and cease.

When it was proposed to amend the bill further by requiring that the plan, location, height and span of the bridge should be approved by a board of five engineers before the structure could be authorized by the Secretary of War, the Senate rejected the amendment.

It did not seem to the Senate to be proper to compel the railroad companies mentioned in the bill to construct the bridge over the Arthur Kill upon a plan which might be different from that which Congress had defined in the act referred to, or upon a plan not approved by them, and not considered even when the act was passed. They might, under such a provision, have been obliged to build a bridge at their own cost, which their engineers had reason to think and which those navigating the Arthur Kill in sailing vessels believed would be an obstacle to commerce. They might have been obliged to alter or

remove such bridge under the express terms of the act at their own expense upon the requirement of any subsequent Secretary of War, if he became convinced, as they were in the beginning, that a bridge, constructed upon the plan forced upon them, was an obstacle to commerce. They would be deprived, because of their own freely declared opinions, of the privilege of even debating his conclusions. Such an outcome would certainly work great injustice.

This very outcome may occur if the amendment proposed by Senate bill 3183 is engrafted upon the act of June 16, 1886. A petition against the bill under consideration, and in favor of keeping, in an unaltered form, the provisions of the act of June 16, 1886, has been referred to the committee. It is signed by two hundred and seventeen or more persons, who own, or operate and use, vessels or steamers of various descriptions on the waters of the Arthur Kill or Staten Island Sound. Of this whole number one hundred and twenty-five are captains of vessels. All unite in declaring that if Senate bill No. 3183, amending the act authorizing the construction of the Arthur Kill bridge, should become a law, "the navigability of the stream for craft such as are represented by them will be seriously impaired if the draw is at the extreme end of the bridge, as the strong current, drifting ice, a calm, or strong and adverse winds, will cause serious embarrassment to vessels compelled to use the draw located at the end of said structure."

They insist that the long and unwieldy tows, which are intended to be protected by the proposed amendment, are themselves, as they are and have been arranged and managed, a serious impediment to navigation, and that a positive advantage would be gained to those navigating the stream if they were reduced in size.

It is plain, therefore, that if the proposed amendment is engrafted upon the existing law, the railroad companies may expect a ceaseless antagonism to the bridge provided for in that amendment from the class of citizens whom those signers represent. It is not right to force this antagonism upon them.

The report of the Board of Engineers, made to the Secretary of War on September 2, 1886, does not consider the needs of the many whose trade and business is carried on in sailing vessels, or in single vessels of any description, upon the Arthur Kill. It rests wholly upon the hypothesis that the plan of bridge prescribed by the act of Congress of June 16, 1886, would interfere with the passage of large tows. Such tows are said to be usually made up of five vessels wide and eight vessels deep, the whole tow being about 125 feet in width and 800 feet in length, without the tug, and 1,500 feet in length when the towing line and tug are attached. Tows of such size in a water-way which, as stated in the report of the Board of Engineers referred to, has at one point an entire width, from shore to shore, of only 600 feet, must always be a source of great inconvenience and danger to the large numbers of single vessels which are engaged in the navigation of the Arthur Kill.

The committee does not think that the economy of expense, which may result from the use of these enormous tows, ought to prevent it from considering the disadvantage and risk to which such tows subject the property, if not the lives, of citizens, engaged in sailing vessels, or in managing smaller tows on the Arthur Kill. It may be that the expense of drawing smaller tows is proportionably greater than the cost of drawing larger tows. It may be that the profits are less when smaller tows are drawn. Such considerations have always been urged whenever Congress has proposed to provide for bridging a navigable stream.

If they had been accepted as sufficient, the growth of commerce among the States, which is so important to the prosperity of the whole country, would have been materially checked. They have hitherto yielded, and must now yield, to the requirements of the public welfare. The duty of Congress to promote the general welfare will, in the opinion of the committee, be best performed by permitting the bridge over the Arthur Kill to be constructed upon the well considered terms prescribed by the act of June 16, 1886.

The committee therefore recommends that Senate bill 3183 do not pass.

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49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1959.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 25, 1887.—Ordered to be printed.

Mr. HOAR, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill H. R. 9377.]

The Committee on Claims, to whom was referred the bill (H. R. 9377) for the relief of J. E. Pilcher, have considered the same, and respectfully report:

The petitioner claims to be the owner of the Texan bond and currency described in the bill. This fact is established only by his own affidavit, but he is certified to be a respectable gentleman by Mr. Beck, Senator from Kentucky, and by Mr. Willis and Mr. Breckinridge, members of the House from that State. As he will be required, under the bill, to make proof, to the satisfaction of the Secretary of the Treasury, of the genuineness of the bond and money, and that they are within the class of claims heretofore paid by the United States out of the Texas indemnity fund, we think this may be accepted as sufficient proof for the purpose of the act. The bill provides that the payment shall be out of the Texas indemnity fund, being a fund of $7,750,000 appropriated by Congress at the time of the admission of Texas to the Union, for the payment pro rata of the creditors of that republic. It is probable that all other claimants have been long since paid. Mr. Pilcher will be entitled to receive nothing unless there be a balance still existing of that fund. By joint resolutions of August 18, and by statute, ch. 80, 1859, and December 26, 1856, the time for presenting such claims was repeatedly extended, and we do not think it is a case where the United States should raise any question of laches if the claimant be a genuine holder for value.

We add, for the information of the Senate, letters from the Hon. Albert S. Willis and Hon. William C. Breckinridge, members of the House from Kentucky, and from Mr. Beck, Senator from that State. Under the peculiar circumstances of the case, we think they may be taken as sufficient to satisfy the Senate that Mr. Pilcher acquired the bond and money in question as the lawful representative of a holder for value, and not as a speculator.

Your committee therefore recommend the passage of the bill.

HOUSE OF REPRESENTATIVES, UNITED STATES,
Washington, D. C., February 24, 1887.

DEAR SIR: Referring to the bill for the benefit of J. E. Pilcher, of Louisville, Ky., now in you[illegible] as subcommittee, and understanding that you desire to know something [illegible]ut, I desire to state that Mr. Pilcher is known to me personally

as a reputable member of the Louisville bar. He is the son of one of the most eloquent Whig orators of our State—the friend of Henry Clay—and for many years the honored head of our city government in Louisville. When Mr. Pilcher first sent the claim to me in the early part of this Congress, he gave me a full statement of his possession. My recollection is that he inherited this money, but did not know until recently that a provision had ever existed under our laws for its payment. In other words, he was and is a *bona fide* holder of these securities, and not a purchaser for speculative purposes.

Very respectfully,

ALBERT S. WILLIS.

Hon. GEORGE F. HOAR,
United States Senate.

UNITED STATES SENATE,
Washington, February 24, 1887.

MY DEAR SENATOR: I have known Mr. Pilcher since he was quite a young man, and I knew his father when I was a boy. Mr. Pilcher told me that the bond, concerning which he asks legislation, belonged to his father, and was a part of his estate; and his father has been dead many years.

I have no doubt of the exact accuracy of this statement.

Yours, truly,

WM. C. P. BRECKINRIDGE.

Hon. J. B. BECK,
United States Senate.

DEAR SIR: I think the statements of my colleagues, Willis and Breckinridge, cover the points you desired to be informed about. I think Mr. Pilcher wrote to me to the same effect, but I cannot lay my hand on his letter.

Very respectfully,

J. B. BECK.

Hon. GEORGE F. HOAR.

49TH CONGRESS, 2d Session. } SENATE. { REPORT No. 1960.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 25, 1887.—Ordered to be printed.

Mr. SPOONER, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill S. 502.]

The Committee on Claims, to whom was referred the bill (H. R. 2244) for the relief of J. M. English, administrator of the estate of Richard Fitzpatrick, deceased, have had the same under consideration, and respectfully report:

Col. Richard Fitzpatrick, a citizen of Florida, owned, at the breaking out of the Seminole war in that State, a large plantation at the mouth of the Miami River. The plantation was under a considerable degree of cultivation, and well supplied with buildings. The Indians, on or about the 6th day of January, 1836, attacked the plantation and compelled the overseer in charge, with the negroes, to abandon it. They left a large quantity of personal property, which, together with the buildings, was destroyed by the Indians. Some time in the year 1836 the plantation was occupied by part of the naval forces of the United States, under the command of Lieutenant Powell, who built block-houses, pickets, &c., thereon, of timber taken from the Fitzpatrick plantation, and established there a military post called Fort Dallas. The block-houses and other structures thus constructed were subsequently destroyed by the Indians. Precisely how long the plantation was occupied at this time by troops does not appear.

Afterwards, in February or March, 1838, by the order of the Quartermaster-General of the United States, Fort Lauderdale, on New River, and Fort Dallas, on the Miami River, were established on the same plantation, and they, together with the entire plantation, were occupied by the troops of the United States from that time to the year 1842. Whilst the plantation was thus occupied, timber for building and wood for fuel for the use of the troops and of steamboats in the service of the United States were taken therefrom. The quantity of timber and wood thus taken cannot well be accurately ascertained, but it seems that the quantity was considerable.

Fitzpatrick made a claim for damages caused by the Indians, and for the occupation of the plantation by the United States forces, and for wood cut on the land to the 1st day of April, 1840, his claim amounting altogether to $60,320, the greater part of it being for losses through Indian depredations, evidently upon the assumption that it was the duty of the United States Government to protect its citizens from depredation by the Indians, and that the failure to do so involved a liability upon the part of the Government to make good to Fitzpatrick his losses through Indian depredations. The claim, so far as it was based ur[illegible]s occasioned by the Indians, never found any favor with

Congress. The claim was first presented to Congress by bill in the Senate at the first session of the Thirty-second Congress.

The Committee on Claims reported a bill for his relief (S. 431, Report 234, first session Thirty-second Congress), whch passed the Senate, but failed of action in the House. A bill for his relief was introduced in the Senate during the Thirty-third Congress, reported favorably by the Senate Committee on Claims, and again passed the Senate. This Senate bill, together with all the papers in the case, was referred, by resolution of the House of Representatives, on the 3d day of March, 1855, to the Court of Claims for adjudication under the then existing law. The Court of Claims, Judge Scarburgh delivering the opinion, reported to Congress in 1858 an opinion upon the case, and a bill in favor of Fitzpatrick for the sum of $12,000, "in full for the use and occupation of the plantation as a military post of the United States between the years 1836 and 1842, as also for the damage done to said plantation in the cutting of wood and lumber during such occupation." The judgment of the court was unanimous. (Volume 3, Court of Claims Reports to Congress, first session Thirty-fifth Congress, Report No. 175, May 8, 1858.)

The bill thus recommended by the Court of Claims was reported to the House of Representatives by the Committee on Claims at the first session of the Thirty-sixth Congress, House Report No. 86, but no action was taken by the House on said bill. The bill thus recommended by the court was passed by the Senate during the first session of the Thirty-fifth Congress, but was not reached in the House. The Senate Committee on Claims again reported a bill to pay the amount found by the Court of Claims, during the first session of the Thirty-sixth Congress. The bill passed the Senate April 6, 1860, and was reported back without amendment, and a recommendation for its passage, by the Committee on Claims of the House April 20, 1860, but was not acted upon by the House.

Three adverse reports have been made upon the claim. One, a House report, was made before the reference to the Court of Claims, and was based mainly upon the exorbitant amount claimed, another by the Committee on Claims of the Senate, March 19, 1884 (through Mr. Cameron), and the other by this committee April 14, 1886, Senate Report No. 539. The bill was recommitted to the committee on the 18th day of May, 1886, and has been reconsidered by the committee upon the original and additional testimony.

The claim was lawfully referred, under existing law, in 1858, to a tribunal established by Congress for the purpose, which, having jurisdiction of the parties, proceeded to ascertain the facts, and to make its report. It is true that the evidence given upon the trial as to the amount of timber and lumber cut upon the plantation is not altogether definite. It is, however, found by the court that timber was taken for the construction of the block houses, and for other Army uses, at Fort Dallas and at Fort Lauderdale, and that quantities of wood were taken for the use of the Army and of steamboats in the Government service. It is not disputed, either, that for several years the plantation was occupied by the forces of the United States. The rental value was of course a matter of opinion, and in their estimates the witnesses differed, one witness estimating it at $6,000 a year.

General Jesup, in his report to the Secretary of War, dated January 13, 1841, says:

> As the petitioner could make no use of the land himself, and as the fuel was cut and hauled by the troops, from $2,000 to $3,000 a year would, I should think, be ample compensation for both.

Mr. Mallory, then a Senator from Florida, estimated the fair rental value, including the wood, at $3,000 per annum, and this estimate, supported by the other evidence, the court adopted, as Mr. Mallory was familiar with the plantation, and was frequently there while it was occupied by Fitzpatrick, and also by the troops as a military post.

The place seems to have been taken for use, in a measure, permanent, and the committee is quite unable to discover any good reason why just compensation should not be made for its use.

Quartermaster-General Jesup reported to the Secretary of War (Mr. Poinsett), in January, 1841, as follows:

Timber for building and for fuel for the use of the troops and for steamboats in the public service has been cut at both posts. Colonel Fitzpatrick is justly entitled to a reasonable rent for his land and compensation for the timber cut for the use of the public, but it would be difficult, without a careful examination of the premises, to determine what would be a fair compensation.

It seems to have been the practice of the Government to pay rental for property taken and occupied under the circumstances attendant upon this case.

General Harney, who was in command for a time at the plantation, in an affidavit made the 19th day of July, 1886, states—

That he fully concurs in everything that Senator S. R. Mallory stated in his testimony, as reported by Judge Scarburgh in the opinion delivered by the Court of Claims, reported May 14, 1858. He further states that the plantation of Richard Fitzpatrick was occupied by United States troops as a military post from 1836 to some time in 1842, during which time large quantities of wood and other property were taken therefrom and used by Government troops for Government purposes, and that by reason of this occupation said Fitzpatrick was excluded from the use of his property during the period aforesaid, and that a rental of $3,000 per annum is a moderate and reasonable compensation for the use of said property, and that the judgment for $12,000 rendered by the Court of Claims is a moderate and reasonable compensation for the use of said fields, pastures, and other property by United States troops during their occupation.

In a letter, under date August 11, 1886, referring to the use of the word "excluded" in his affidavit, he says that he meant that while the troops were occupying the plantation Fitzpatrick could not cultivate it, or "to put it in another way, the plantation of cleared lands was in use by the troops for Army purposes, such as barracks, forts, pickets, stockades, and pasturage for horses and cattle, and the timber was used for Army wants, and Colonel Fitzpatrick was deprived by the Army of its use." He adds:

The plantation was a valuable one, and it was not to be supposed that Colonel Fitzpatrick, who had spent so much in stocking it and who owned his hands, would not have worked it if the United States troops had not wanted it for military purposes.

* * * * * * *

The Government saved a good deal of money by occupying Colonel Fitzpatrick's plantation. It was the best location for a depot anywhere around; and I repeat, that in my opinion the judgment of the Court of Claims ought to be paid. It is just, it is reasonable, and if the Government wants to do justice to its citizens it ought to pay interest on the amount found due by its own court.

Mr. Moreno, formerly United States marshal of Florida, makes affidavit July 17, 1886, in which he states that he knew the plantation to be a valuable one, and that from his knowledge of the value of plantations at the time he thinks Senator Mallory's estimate of its value and rental was correct.

Thus there can be no dispute that the Government justly owed Fitzpatrick for the use and occupation of the plantation, including the timber and the wood cut and used for Government purposes (unless the

circumstances were such as to preclude liability, a question which will be noticed briefly hereafter), the only element of doubt being as to the amount. The committee is disposed to think that it is, under all the circumstances of the case, no more than fair to adopt the amount found by the Court of Claims to be due, especially as that is supported by the affidavit recently made by General Harney.

It was said by Mr. Cameron in his adverse report, by way of criticism upon the finding of the Court of Claims, that it was based somewhat upon the testimony of Senator Mallory, which was not under oath. The committee think that this objection is not well founded, and that the United States ought not to assert it. The record shows that the United States was represented in the cause by a solicitor, and that there was an agreement between the Government counsel and the counsel of claimant, under which the interrogatories to the Hon. S. R. Mallory and the answers thereto were admitted as evidence in the cause. That agreement ought to be held binding upon the United States. The report of Mr. Cameron also states, as against the force of the findings of the Court of Claims, that "the evidence given was all upon the part of the claimant; no evidence was submitted upon the part of the United States." Certainly this fact ought not to operate to the prejudice of the claimant. It was not his business to hunt up and offer evidence on behalf of the United States.

The Government, as before stated, was represented by counsel, and if it was not efficiently represented that is hardly a fault imputable to the claimant. While it may be true that Colonel Fitzpatrick ought to have been required to make more definite proof as to the quantity of timber taken and wood cut, and the market value thereof, and as to the rental value of the plantation, in order to establish with accuracy his claim against the Government, it seems to your committee to be equally true that the Government officers were somewhat in fault in respect of this matter also. The posts were established by authority of the Quartermaster-General. The property, in the absence of the owner, Colonel Fitzpatrick, was being constantly used for the benefit of the Government. It is not unjust to the Government to say that some duty of keeping account of the quantity of private property taken, and thus used for the public benefit, devolved also upon the officers of the Government who took it.

Altogether the committee feel, as something was evidently due, that after so great lapse of time the finding of the Court of Claims should furnish the foundation for a legislative settlement of the claim.

It has been suggested in one or two adverse reports that there is no evidence that Colonel Fitzpatrick could or would have occupied the place if the military post had not been established there. That seems to the committee to be entirely inconclusive of his right to recover against the Government for its use and occupation; and, moreover, it is quite clearly shown by Quartermaster-General Jesup's statement, and by the letter of General Harney, and it would seem to need no proof, that while the plantation was being occupied, as it was, for a military post, it could not well be used by the owner for purposes of tillage.

It was also said in the report of Mr. Cameron that the plantation was situated in a *hostile* country, where *flagrant wars* existed between the United States and the Seminole Indians; that the property was taken possession of, occupied and used under the *war power* of the Government as a military necessity, and that the taking possession of and occupying the property was a lawful act of war, and must be presumed

to have been proper and necessary, as the officer in command so determined, and that the case falls within the rule of "the Grey Jacket" (5th Wallace, 342), "that for property within an enemy's country taken or destroyed in time of war, as a military necessity, the owner, whether an enemy or a friend, is not entitled to compensation."

The committee is not prepared to say that the contest of the Government with a little band of Seminole Indians during those years made that region an "enemy's country," or made applicable to the case the principle declared in "the Grey Jacket". Florida was a part of the United States, the laws of the United States were in force there, the courts of the United States were open there, the Indians never acquired it by conquest or otherwise.

Mr. English, the administrator, excuses apparent laches in prosecuting the claim by an affidavit presented to the committee, and which, upon that subject, is satisfactory to the committee.

It is not improper to remark, while not bearing upon the merits of the claim, perhaps, that Colonel Fitzpatrick was a generous and patriotic citizen, whose public service, cheerfully and freely rendered, entitle him to consideration at the hands of the Government. In January, 1855, a report was made by the Committee on Military Affairs of the House of Representatives, in which it is stated that he was appointed an aid-de-camp by General Clinch in the Seminole campaign and served in that capacity from the fall of 1835 to the month of May or June following; that he was better acquainted with the country than any man in the Army, was bold and intelligent, and always ready and forward to render any useful service. Captain Thurston, formerly of the Third Artillery, said:

> No one in General Clinch's wing of the Army rendered more active and real service than he did.

General Scott says that he personally saw much of Colonel Fitzpatrick in the march from Fort Drane to Tampa Bay and back to the north of Florida, in the campaign, and that he can testify to his zeal and the great value of his services in that march. He served as an aid on the staff of General Call from the 20th of September to the 7th of December, 1836. General Call stated:

> Colonel Fitzpatrick was a valuable and efficient member of his staff, performing, as necessity required, the duties of aid-de-camp and quartermaster during the campaign against the Seminole Indians.

He volunteered also at Camargo in 1846 for the term of the Mexican war, and served as a private in Captain McCullough's company, and was honorably discharged after the taking of Monterey, serving for a time on the staff of General Worth, serving, as appears from the papers, without compensation.

The committee report the bill back with the recommendation that the same do pass.

C

49TH CONGRESS, 2d Session. | SENATE. | REPORT 1960, Part 2.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 26, 1887.—Ordered to be printed.

Mr. JONES, of Arkansas, from the Committee on Claims, submitted the following

VIEWS OF THE MINORITY:

[To accompany bill S. 542.]

Richard Fitzpatrick was a citizen of Florida at the breaking out of the Seminole war, and owned a plantation at the mouth of the Miami River, in that State. The Indians destroyed his houses, crops, &c. The military and naval forces soon thereafter took possession and established two military posts on the land owned by Fitzpatrick, viz, Fort Dallas and Fort Lauderdale; the former was military headquarters. These posts were occupied by the military, and wood was cut from the lands of Fitzpatrick and used by the Army.

Fitzpatrick first presented his claim to Congress by bill in the Senate during the first session of the Thirty-second Congress, and claimed $60,320, made up of the following items:

One hundred acres of sugar-cane, worth $100 per acre	$10,000
Thirty acres of corn and pumpkins, worth	1,200
Five acres of sweet potatoes, worth	500
Four thousand plaintain and banana trees	4,000
Twelve acres of Bermuda arrow-root	500
Lime grove destroyed	2,000
One hundred cocoanut trees destroyed	500
Nursery of tropical fruit trees destroyed	2,500
Six hundred bushels of flint corn	1,500
One hundred head of hogs	1,000
Poultry, viz, ducks, fowls, turkeys, and guinea fowls	200
One large flat boat, 60 feet long (cost)	1,300
One clinker-built boat	120
One cedar boat	60
One schooner	1,500
One framed house	2,300
Two corn cribs	200
One kitchen	50
One poultry house	50
One hewed-log house	100
Twelve negro houses	1,600
One framed house, south side of Miami River	300
One framed house, smaller	100
Two framed houses and out-buildings, purchased from Lewis	2,500
Plantation tools, blacksmiths' tools, carts, plows, axes, hoes, grubbing-hoes, cooking utensils, &c	500
Furniture, bed-clothes, books, &c	2,000
Three years' occupation of my plantation by the United States troops at Fort Dallas, Miami River	18,000
Forty thousand shingles	240
Three hundred cords of wood cut from my land, to the 1st of April, 1840, for the use of the United States steamers employed on the coast of Florida, at $6 per	1,800

Two hundred cords of wood cut from my land, at New River, for the United States steamboats, at $6 per cord	1,200
House and improvements, including fruit trees, wharf, &c., purchased of William Cooley, on Little River	2,500
	60,320

The Committee on Claims reported a bill for his relief (S. 431, Report No. 234, that session), which passed the Senate, but was not acted on by the House.

A bill for his relief was again introduced in the Senate, and again reported back favorably by the Senate Committee on Claims during the Thirty-third Congress (S. 141, Report 49), and again passed the Senate.

This Senate bill, together with all the papers in the case, was referred by resolution of the House of Representatives to the Court of Claims.

The Court of Claims reported their findings of fact to the Thirty-fifth Congress, first session, and recommended the payment of $12,000 as compensation for rent of plantation and for wood used for fuel for troops and steamboats in the Government service.

Fitzpatrick was forced by the Indians to abandon his plantation; subsequently the Government built block houses, &c., upon the property, and the troops used about 100 acres of the abandoned lands for pasture. This was the extent of the Government occupation. Some timber was cut by the troops and used for fuel. The quantity and value of this are not proven clearly.

Five hundred cords is charged in the account, at $6 per cord. One witness (English) estimates the quantity at 2,000 to 3,000 cords; another (Cussans) places it at 1,200 cords; others estimate it at 50 cords per month, but all disclaim any accurate knowledge.

Ex-United States Senator Mallory, in a letter to the chairman of the Committee on Military Affairs dated January 14, 1885, commenting upon a letter of Colonel Churchill's and speaking of the timber, says:

> It is a superior article for steamboats, and by what process he determines its value to be 50 cents a cord I am at a loss to imagine. Key West is the market, and has always been the market, for everything produced at the Miami or on the Keys, and wood has not varied in price there in fifteen years from $5 per cord.

In a statement by the same gentleman, dated February 12, 1858, which was read as evidence in the Court of Claims by agreement, the following language occurs:

> I should think that, taking into consideration the facilities afforded at Fitzpatrick's place for supplying boats, the wood on the land growing ought to be worth at least $1 per cord, cut when this wood was cut.

John Costen swears that "said wood is worth in his district at least $6 per cord."

General Jesup, Quartermaster-General, says:

> As he could make no use of the land himself, and as the fuel was cut and hauled by the troops, from $2,000 to $3,000 a year would, I should think, be ample compensation for both.

The Court of Claims, after setting out the evidence before it, sums up its findings as follows:

> Our opinion is, that the petitioner's claim is well founded. This private property was taken for public use, and he is entitled to a just compensation therefor.
>
> As to the amount of compensation, a general estimate made by a witness, who knows the premises well, and frequently visited them whilst in the occupancy of the United States, is all that can justly be required of the petitioner. Such a witness is Senator Mallory. We adopt his estimate.
>
> We shall, therefore, report to Congress a bill in favor of the petitioner for the sum of $12,000 as compensation for the wood and the rent.

We cannot "adopt this estimate." Grazing the animals belonging to a command which had in the nature of things to depend upon natural pasturage for forage was not such occupation of the abandoned lands of Fitzpatrick as entitled him to compensation by the Government, and the item of wood taken is not so definite in quantity or value as to enable this committee to name any sum which should in fairness be paid by the Government to the legal representatives of Fitzpatrick.

On the other hand, the evidence satisfies your committee that the quantity of wood cut was really not more than a few hundred cords, and that, standing in the forests of that remote region, it had little or no value.

Hence your committee report the bill back, and recommend that it be indefinitely postponed.

J. K. JONES.

49TH CONGRESS, 2d Session. | SENATE. | REPORT No. 1961.

IN THE SENATE OF THE UNITED STATES.

FEBRUARY 26, 1887.—Ordered to be printed.

Mr. CHENEY, from the Committee on Claims, submitted the following

REPORT:

[To accompany bill H. R. 10178.]

The Committee on Claims, to whom was referred the bill (H. R. 10178) for the relief of Mrs. Julia A. Sluder, executrix of E. Sluder, deceased, having considered the same, make the following report:

This is simply a case where a debt due from the United States was sold and assigned to a third person for value without conforming to the numerous and somewhat intricate formalities prescribed by section 3477, United States Revised Statutes. The facts are fully set forth in the report of the House Committee on Claims (No. 3771), this session, which your committee adopt and annex hereto, and furthermore recommend the passage of the bill.

A transcript from the books of and proceedings of the Treasury Department shows that there is due and owing from the United States to a certain F. M. Whiten, for guarding United States prisoners confined in the jail of Buncombe County, in the western district of North Carolina, $130. It also further appears that Whiten assigned this claim to W. T. S. Deaver, who assigned it to E. Sluder (since deceased) for value. But said assignments not being in the prescribed form (Rev. Stat., sec. 3477), the Secretary of the Treasury very properly refused to recognize them; and the present whereabouts of the said Whiten not being known, it is impossible to have them corrected.

The money was appropriated for the payment of this claim by the deficiency act of August 4, 1886.

The committee recommend that the bill do pass, with the following amendment, viz:

Strike out after the word "dollars," in lines 6 and 7, and add the words "now standing to the credit of F. M. Whiten on the books of the Treasury Department: *Provided*, That the said Julia A. Sluder shall first execute a bond, with good and sufficient sureties, to be approved by the Secretary of the Treasury, to indemnify the United States against all loss, cost, or damages in the premises."